

Los Alamos Main Street Future Committee

M A S T E R P L A N

Downtown Los Alamos
Los Alamos, New Mexico

8 December 2000



**MOULE & POLYZOIDES
AND COLLABORATING CONSULTANTS**

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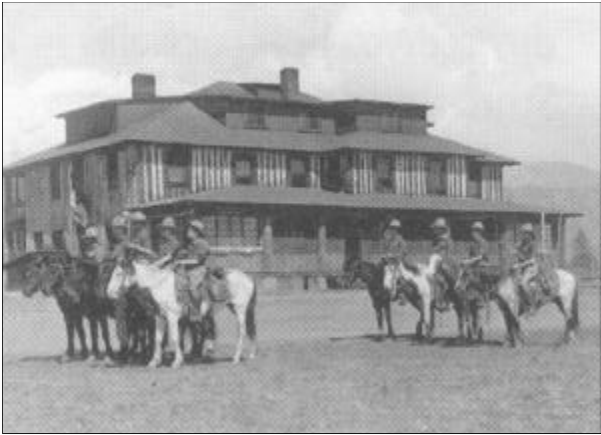


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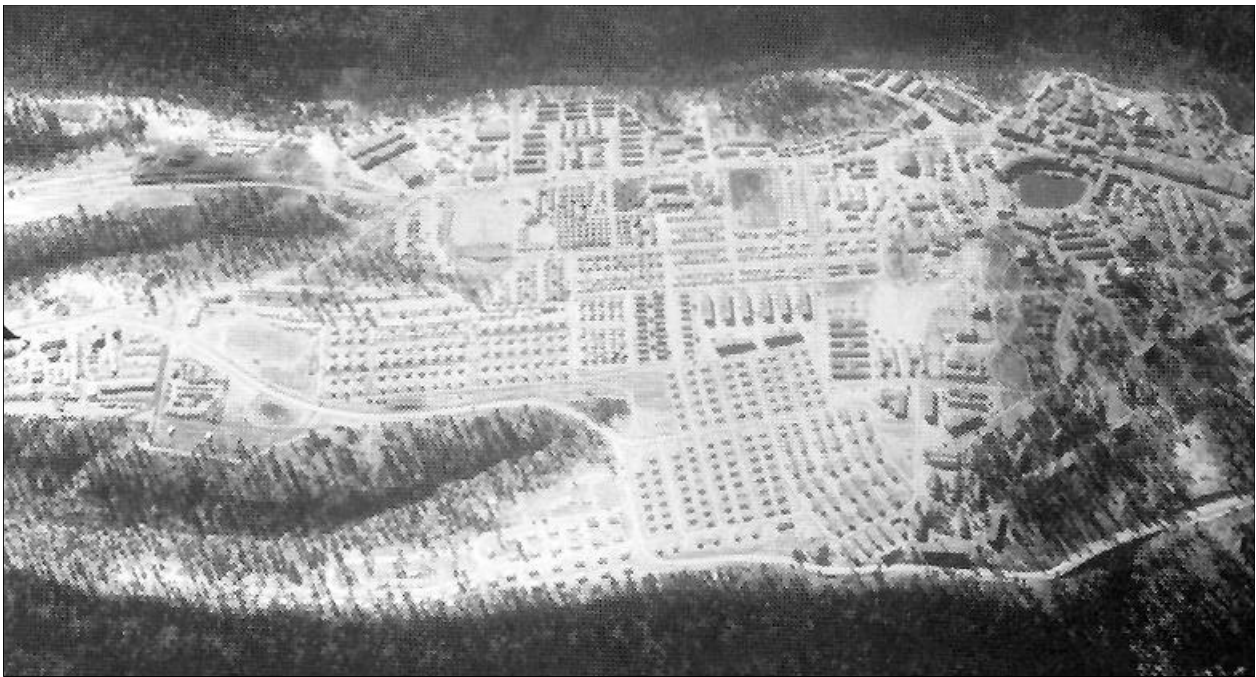
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"The world we have created today as a result of our thinking thus far has problems which cannot be solved by thinking the way we thought when we created them."
- Albert Einstein



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A. INTRODUCTION

1. WHY A NEW MASTER PLAN?

PRESENT DAY DOWNTOWN LOS ALAMOS WAS BORN FROM THE PRESSING NEEDS OF THE Manhattan Project, laying on a challenging and beautiful site the rough grid of a temporary military town. Even with this minimal degree of planning and the temporary nature of many buildings, the town plan worked as a place due to its compactness. Many early residents of that time speak fondly of the sense of community that was forged by everyday casual contact. Most people could walk for their daily needs, or at least park once and walk to more than one store or civic building. This gave citizens a sense of belonging, not only to a place, but to each other, as people with a common purpose.

Over the years, this compactness has been lost, primarily through suburban zoning codes imported from elsewhere. These codes have allowed the Downtown to sprawl so that it is no longer mixed in use, compact and walkable. Whereas a traditional town center is defined by storefronts facing short and relatively narrow streets, wide thoroughfares and buildings surrounded by parking lots compose Downtown Los Alamos. A chaotic pattern of traffic moves across and from parking lot to parking lot; one third of the car trips today on Trinity Drive are by people driving from one store to another within the Downtown. As a consequence, 70% of the area of Downtown is covered by blacktop. The suburban codes responsible for this percentage discourage the creation of housing, parkspace and physical connections that seem both appropriate to and would capitalize upon Los Alamos' "island" location within the stunning natural beauty of the Pajarito Plateau.

The purpose of this Master Plan is to restore Downtown as a coherent, special place in the heart of Los Alamos. How can a Master Plan change the present condition of underutilized land, declining retail activity and a loss of community? It must stimulate the longer presence of a critical mass of people in the Downtown as well as easier access to and navigation through it. The primary instrument is the design and adoption of a new development code. Rather than zoning which strictly separates uses and requires excessive parking for each individual business, this new urbanist development code encourages the design of compatible buildings that incorporate a mix of uses and share parking. Such buildings promote the walkability and compactness necessary for a true Town Center to emerge. The Master Plan consists of a Development Strategy, Civic Infrastructure Design Recommendations (Parks and Streetscapes, Pedestrian First and Park Once), and a Regulating Plan with standards for each building (Use, Urban Regulations, Architectural Types, and Architectural Regulations).

The Regulating Plan also defines the physical characteristics of all proposed new right of ways, along with an indication of building frontages and building types on each block. This ensures the orderly, incremental growth of the town center, one building at a time.

The primary catalytic projects are explored in the section Illustrative Development Potential. The four main project areas - Civic Center, Main Street, East End, South Rim - are illustrated in detail for a 10 and 20 year timeframe of development. This section shows one possible execution of the Master Plan; there are many alternatives, depending on the sequence and degree of public and private involvement. Following this, there is a recommended order of Implementation. Finally, the Appendix presents the history of Los Alamos, and an analysis of existing conditions.

The Master Plan presents the current options facing Los Alamos in a clear light - either continued stagnation and sprawl or a compact, vital Town Center that citizens can once again cherish as their own.

URBAN CHARACTER

Downtown Los Alamos should be a relatively higher density and more compact place than it is now and defined by a boundary to protect the surrounding neighborhoods. It should be "park once, pedestrian first" to allow for the redevelopment of selected surface parking lots into mixed-use, two to four story buildings. There will be a need to introduce more streets into the fabric of downtown so as to be more pedestrian friendly and create more opportunity for development. The goal is to make downtown Los Alamos a 16-hour town center and a place with more housing, set amidst and connected to the most beautiful natural setting in the country.

- Action Required*
1. Charrette Planning Process: Determine the overall plan needed to implement this strategy, encouraging maximum citizen input. A charrette or charrettes should focus on mixed-use development opportunities within the downtown (residential on top of retail, office on top of retail, live/work, etc.), should aim to accommodate people with a mix of different incomes qualified to buy or rent housing and should determine multiple sites for the focus of commercial development in downtown.
 2. Master Plan and Zoning Adoption: Create and present to the Planning and Zoning Commission and County Council a master plan and zoning for downtown that would encourage the implementation of the results of the charrette. This new master plan would be based upon the results of the charrette.

MIXED INCOME HOUSING

Encourage mixed-income housing in the downtown, primarily higher density attached product. Smaller units mixed in with larger units would help encourage a variety of incomes living in close proximity to one another. Coordinating with LANL and the public schools would both help solve the housing problems their employees and temporary workers have as well as allow for more affordable housing. The provision of Day care and the design of live/work units would be part of this strategy.

- Action Required*
1. LANL and School District Housing Program: Develop a financial and mortgage program to lower the cost of home ownership, following the models employed at numerous universities throughout the country.
 2. Mixed Income Downtown Housing Program: Develop a financial and mortgage program appropriate to mixed income, mixed use housing in the central business district.

EXPORT EMPLOYMENT

Focus the economic development efforts toward high tech sectors coming out of the labs and encouraging LANL to expand their presence in the downtown. Increase the investment in quality of life projects, such as skiing, parks, access to nature, etc., to both improve the attractiveness of Los Alamos to these export businesses but for tourism, recognizing that tourism will be a by-product of this strategy, not the main focus.

- Action Required*
1. Study possible office and research LANL uses that could be in the downtown. Factors involved with this analysis include security, proximity/compatibility with other uses, quality of life, economic development, quality and availability of space, etc. Determine how the County and School District may be able to finance/build a LANL "work center" while maintaining and improving revenue stream to the Schools.
 2. Explore how to ensure that state of the art information networking capability will be in place, relying on the wide-band study that is currently nearing completion.
 3. Determine how to expand the current incubator in the downtown with retail on the first floor and the incubator space on the top floors as a model mixed use project.
 4. Explore tie-ins with Santa Fe, Albuquerque, Espanola and Pojoaque regarding economic development and tourism.

REGIONAL SERVING EMPLOYMENT

Encourage the location of regional serving businesses in the downtown, particularly serving LANL and DOE, such as catering, travel, printing, consulting, etc. This may mean the outsourcing of services presently being done by the LANL and DOE.

- Action Required*
1. Identify those services that LANL and DOE must go outside Los Alamos to find providers of or those that are currently done in-house within the Labs. Determine if the out-of-town providers would locate in Los Alamos or determine if an independent provider could be encouraged to open a new business in downtown Los Alamos.

REGIONAL-ORIENTED RETAIL

Determine if regional-serving retailing and entertainment retailing could be recruited and encouraged to locate in a pedestrian friendly location. This would be addressed in the charrette process.

- Action Required*
1. Identify strategies and requirements to make the Downtown a "destination" for retail and commercial service seekers and a "location" for service providers, with consideration for e-commerce opportunities.

CULTURAL / CIVIC

Tie-in with Santa Fe and Albuquerque regarding cultural attractions and events that could be held in downtown Los Alamos. Create a seasonal cultural attraction for the residents and possibly visitors that would attract people to downtown. Expand upon the civic center concentration around Ashley Pond and consider an effort to make Los Alamos "Science City USA".

- Action Required*
1. Identify the cultural attractions that are currently in Santa Fe and Albuquerque that would appeal to Los Alamos residents and determine what it would take to get these attractions up the hill, adding to the current cultural offerings. This was referred to as the "cultural software."
 2. Determine the size, program and financing options for a multi-purpose performance/conference/distance learning center. This was referred to as the "cultural hardware."
 3. Summarize the existing work completed for the expansion of the government center as well as determine further expansion opportunities.
 4. Outline the "Science City, USA" proposal and possible size, program and financing alternatives if buildings are involved.

HISTORIC

- Maintain and expand upon the integrity of the historic district.
- Action Required*
1. Develop a Master Plan for the Historic District.

MOVIES

- Work with Trans-Lux to determine what would be required to expand/rehabilitate the movie theaters in Los Alamos.
- Action Required*
1. Package the movie market analysis and present to Trans-Lux. Determine their interest in participating in the urban entertainment district.

NATURE

- During the charrette process, identify the connections to nature by way of trails (bike and walking). Determine if there is a need for another park in the downtown, particularly if it may act as a focal point for the retail.
- Action Required*
1. As input to the charrette, determine the connections to nature, the need and location for another downtown park, the desire for additional trees in the downtown, the proposed natural history center and the role of sustainable development.

TRANSPORTATION SYSTEM

- Set up a downtown/LANL circulator system that runs at least every five minutes and that is free to link different parts of downtown and the Labs. In addition, create a community-wide transit system to connect the downtown to the neighborhoods, White Rock and the valley.
- Action Required*
1. Determine the route of the circulator and the community-wide system and understand the various federal, state and local funding devices available to assist paying for such a system.

PARKING / TRAFFIC

- Implement a "park once/pedestrian first" policy and determine the implications of such a policy. Broadly assess the key traffic issues facing downtown.
- Action Required*
1. Determine the finding mechanisms available for various parking solutions.
 2. Identify the downtown traffic issues and options for dealing with them.

BUILDING REGULATORY REFORM

- Put in place development codes that will encourage pedestrian oriented, mixed-use projects.
- Action Required*
1. Determine how the existing development codes need to change to allow for pedestrian oriented, mixed-use projects. Review the experience of downtown Albuquerque.

CITIZEN INVOLVEMENT

- Encourage the maximum citizen involvement in the charrette and other planning processes. With all communications, re-emphasize the history and participants in the strategy process for continuity and credibility.
- Action Required*
1. Develop a comprehensive plan (newspaper, web site, meetings, etc.) to feedback the results of the strategy process and prepare the citizens for the charrette. Include all aspects of the community as well as commuters in this plan.

NON-PROFIT IMPLEMENTATION ORGANIZATION

- Create or set up a non-profit development organization empowered to assemble land, work with the County, obtain County investments in land, engage in for-profit joint ventures with building developers, potentially create a business improvement district, organize festivals, and in general, implement this strategy to the maximum degree.
- Action Required*
1. Determine the initial scope of work of the non-profit in priority and determine the initial funding sources.



A. INTRODUCTION

2. THE STRATEGIC PLANNING PROCESS

FOR THE SIX MONTHS PRIOR TO THE MASTER PLAN DESIGN CHARRETTE, THE TEAM INVESTIGATED the existing conditions, interviewed business owners, county officials, LANL representatives, and others as well as held a series of six public meetings with various interests groups composed of Los Alamos residents. These six groups were:

1. Arts, Education, Youth and Entertainment
2. Small Business Concerns
3. Housing Issues
4. Senior Issues
5. Sustainability
6. Transportation Issues

There was a great deal of overlap and agreement among participants in these groups, giving support to the idea that a vital Downtown must combine the interests and concerns of most residents of Los Alamos. These forums produced the direction and background materials for the Main Street Futures Committee to develop in an open, participatory planning process, the redevelopment strategy described in detail on the facing page.

The Main Street Futures Committee was composed of representatives of decision makers within the community and helped to create a program for action that directed the design process during the charrette and a series of steps that must be taken to intelligently implement the Master Plan following the charrette. Some of these actions are to be undertaken by the County, others will be by private interests, still others by non-profit downtown organizations.

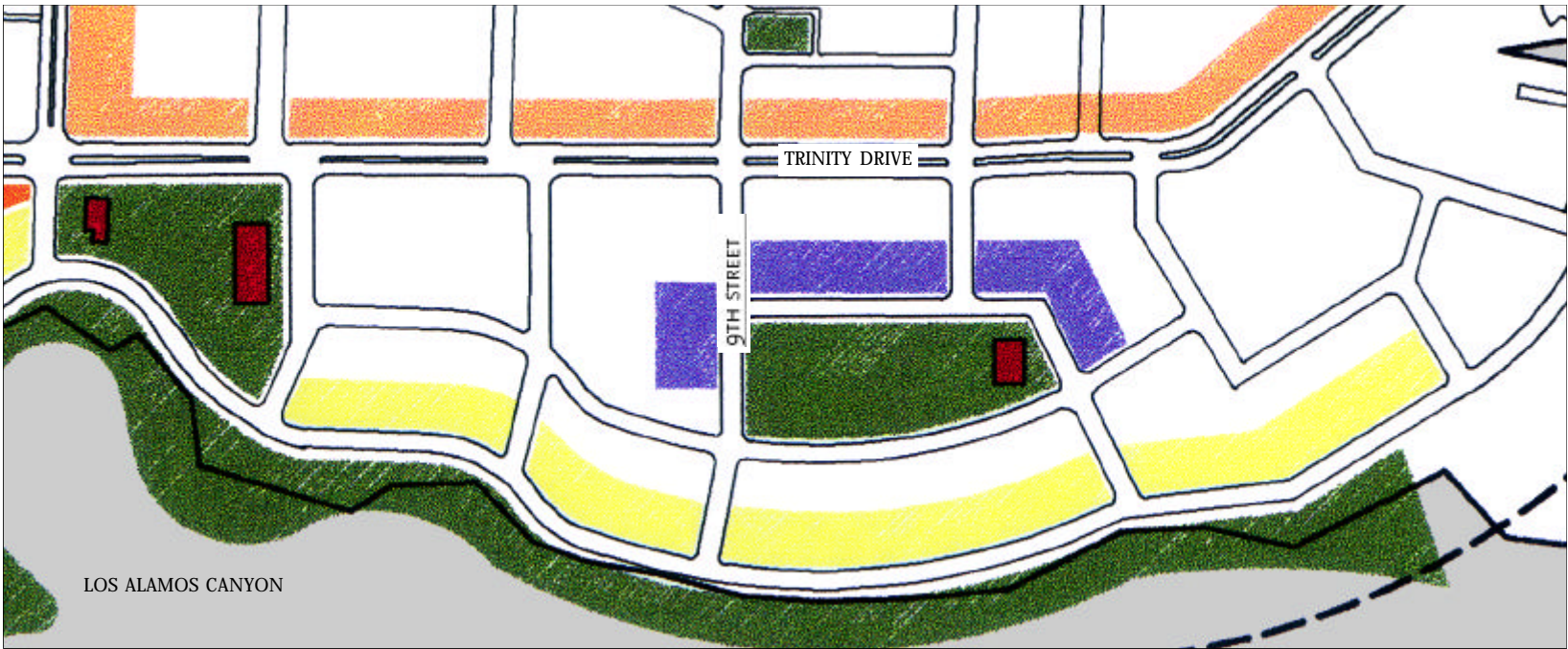
The strategies, separately and together, are both a guide for the design of the new Downtown as well as a set of priorities and criteria for evaluating the specifics of the proposed individual public and private initiatives and projects.

A five-day design charrette on this project took place in Los Alamos from June 21 to June 26, 2000. The Master Plan was elaborated and finalized during the charrette through public comment and direct input. It was estimated that over 1000 people came by the charrette room or contacted us through the charrette web site, www.charrette.center.com/lad, during the five days. The final charrette presentation at Central Park Square attracted over 100 people.

It took another six weeks for the results of the charrette to be gathered and organized in the form of this Master plan for further dissemination and action.

"Above all else, a city is a means of providing a maximum number of social contacts and satisfactions. When the open spaces gape too widely, and the dispersal is too constant, the people lack a stage for their activities and the drama of their daily life lacks sharp focus."

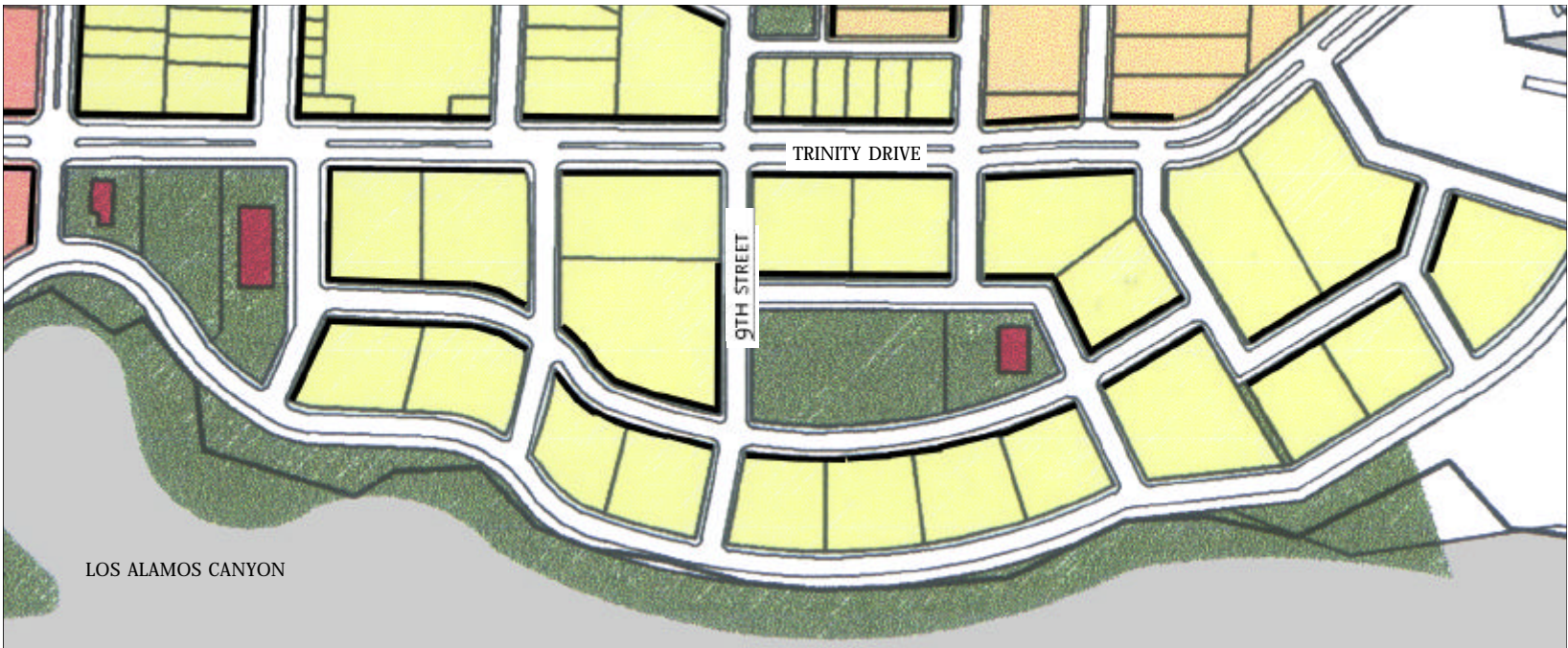
- Lewis Mumford
(The Highway and the City)



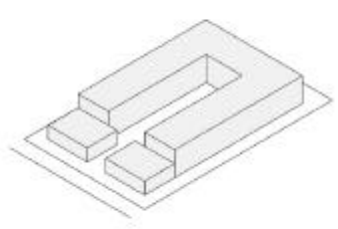
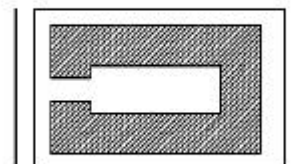
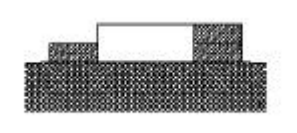
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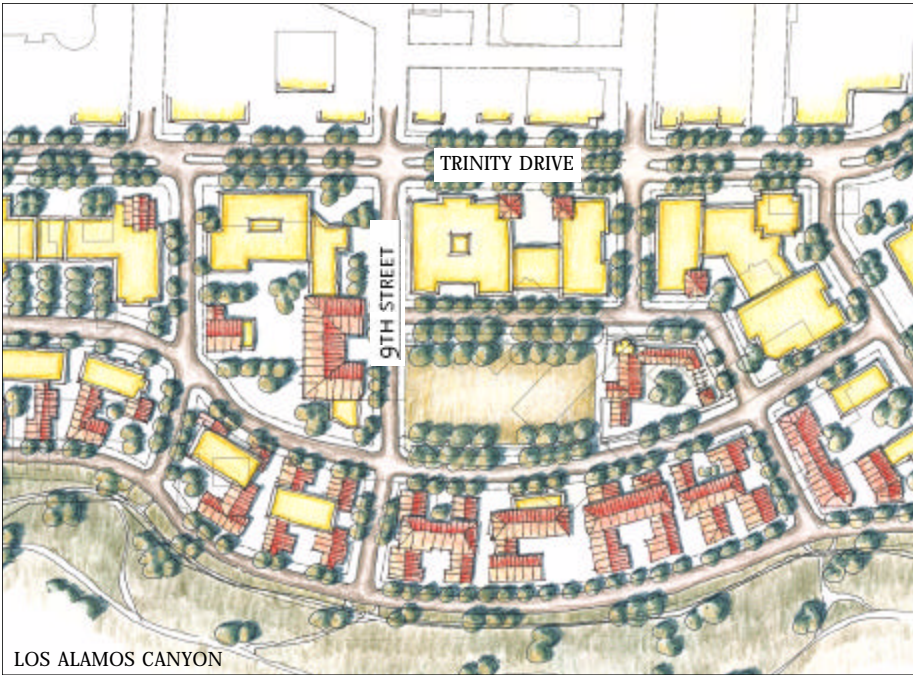
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c.

<p>Type CB Courtyard Building TYPE DESCRIPTION Mixed-use courtyard building with central courtyard accessible from street</p>  <p>AXONOMETRIC</p>		 <p>PLAN</p>  <p>SECTION</p>		<p>URBAN REGULATIONS</p> <p>PLACEMENT</p> <ol style="list-style-type: none"> 1 Lot Width: 100'-200' 2 Street Frontage: 80 percent minimum 3 Lot Depth: 150'-200' 4 Building Depth: 120'-180' <p>PARKING</p> <ol style="list-style-type: none"> 1 Part of a park once area (parking provided on-street and in common structures) <p>HEIGHT AND PROFILE</p> <ol style="list-style-type: none"> 1 Height: 1-2 stories <p>USE</p> <ol style="list-style-type: none"> 1 Retail, office, residential, hotel <p>REGULATING PLAN LOCATION</p> <ul style="list-style-type: none"> Town Center Neighborhood Center Neighborhood General
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d.

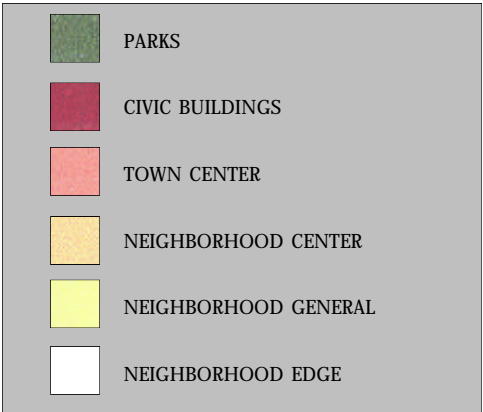


e.



f.

- a. DEVELOPMENT STRATEGY FOR THE SOUTH RIM
- b. CIVIC INFRASTRUCTURE PLAN OF THE SOUTH RIM
- c. REGULATING PLAN OF THE SOUTH RIM
- d. DEVELOPMENT CODE



- e. ILLUSTRATIVE DEVELOPMENT PLAN OF THE SOUTH RIM
- f. ILLUSTRATIVE DEVELOPMENT PERSPECTIVE OF THE SOUTH RIM

B. THE MASTER PLAN

HOW TO USE THIS DOCUMENT

1 : DEVELOPMENT STRATEGIES

The Downtown is defined by a Town Center and a Neighborhood Center. Within the Downtown, four areas have been delineated further based on existing buildings and future projects. For each area, building, open space, landscape and infrastructural projects are defined, individually and in combination. Review these strategies, as they become the basis for the Master Plan, as well a starting point for implementation.

2 : CIVIC INFRASTRUCTURE IMPROVEMENTS

Find the appropriate portions of the Parks and Streetscape Plan, Park Once Plan and the Pedestrian First Street Section that apply to each project. The design of public infrastructure will be regulated and guided by these initiatives. The construction of an overall green network, a right-of way design that balances the needs of pedestrians and cars, and parking accommodations and locations will be the responsibility of the County, with the cooperation of private landowners. Investments by the County will allow private interests to proceed with confidence in proposing projects within a predictable framework of development in Downtown Los Alamos.

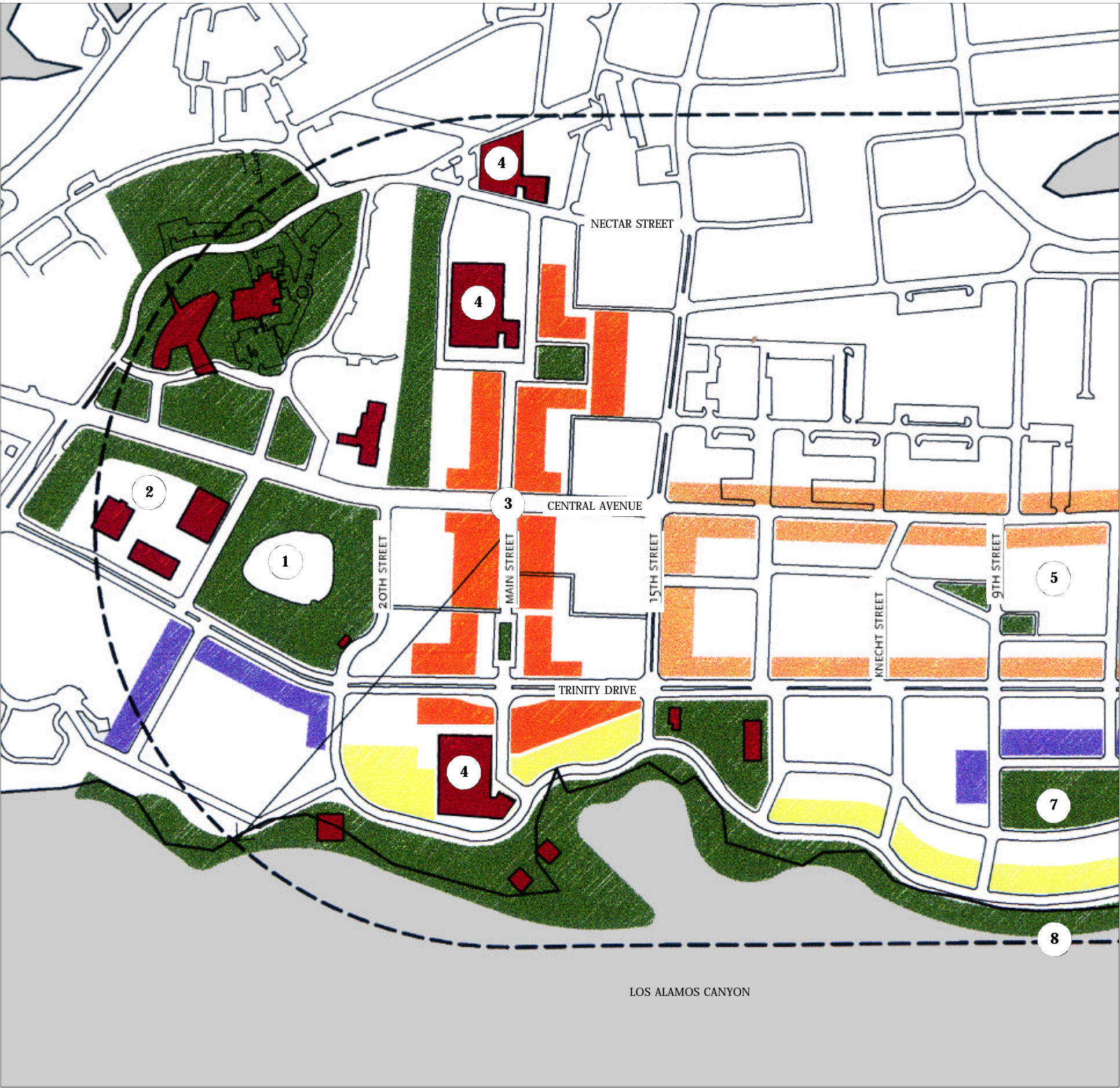
3 : REGULATING PLAN

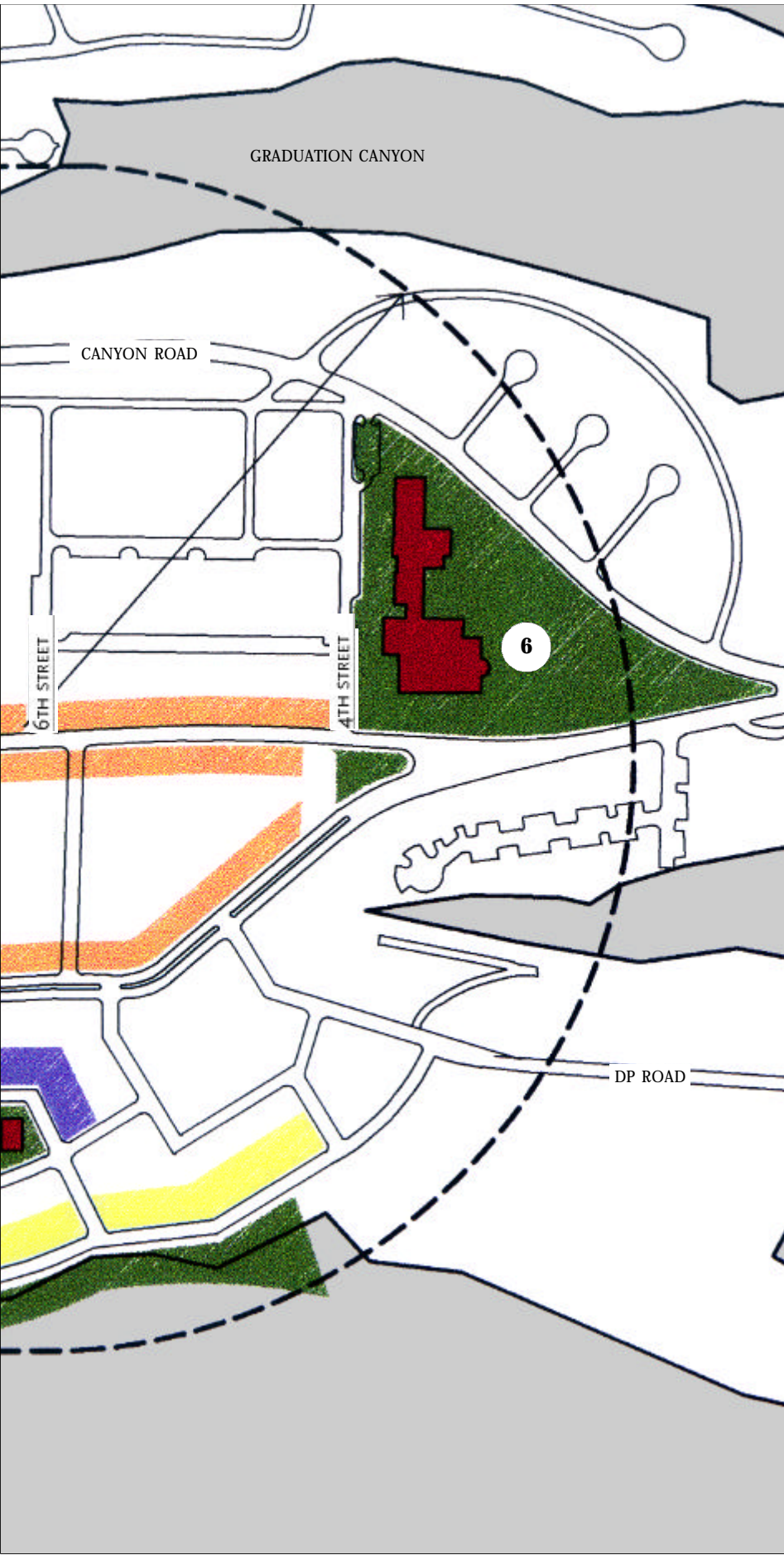
The regulating plan will guide the location and form of development throughout the Downtown. Find the particular parcel of Downtown that you are interested in examining. This plan delineates three categories of intensity of development and their associated standards: Town Center, Neighborhood Center, and Neighborhood General. A Town Center intensity can be understood in the physical terms of a traditional Main Street. A Neighborhood Center intensity is proposed to reflect the appearance of traditional neighborhoods at their core. A Neighborhood General intensity describes the typical character of a traditional neighborhood. Each new private development project will fall into one of these categories.

4 : DEVELOPMENT CODE

Return to the particular parcel of Downtown that you are interested in examining. The regulating plan identifies the designation of your site and its particular code requirements. Look for the uses that are permitted (Use Standards), the rules that apply relative to placement, parking, height & profile (Urban Regulations), and the architectural types that are permitted for the Town Center, Neighborhood Center, and Neighborhood General areas (Architectural Types). You now have a clear and predictable direction on the requirements for developing this particular site. The intention of all these coordinated items of the development code is to simplify regulations relative to existing zoning, to encourage the design of permanent buildings that can accommodate many uses over time, to give individual developers the freedom to create unique buildings while forming a more harmonious overall town form and to encourage a balance between the design of projects and the performance requirements of streets. The regulating plan also identifies areas for Parks and locates potential new Civic Building sites, but these are not governed by the development code.

The remainder of this document contains the following three sections: C. Illustrative Development Potential, D.Implementation, and E. Appendix. These sections should be read to understand how the plan may be completed, what should be the incremental sequence of its completion, and where and how the historical process of growth in Los Alamos may affect its future.

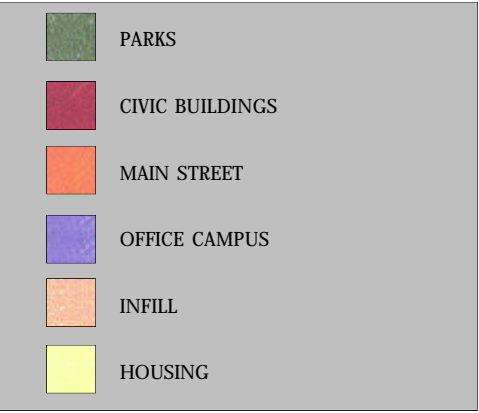




a.

a. DEVELOPMENT STRATEGY DRAWING

1. Ashley Pond
2. Civic Center
3. Main Street
4. Performing Arts Center (alternate locations)
5. East End
6. Science City
7. South Rim
8. Canyon Edge Park



B. THE MASTER PLAN

1. DEVELOPMENT STRATEGY

THE DRAWING ON THESE PAGES IS A PLAN DIAGRAM REPRESENTING THE GENERAL DEVELOPMENT strategy for Downtown Los Alamos. The strategy depends on replacing zoning with a new development code. It builds on the strength of both existing buildings and activities, and anticipates significant new private and public projects and investments. The basic approach is to intervene in key areas of Downtown with catalytic projects and expect extensive collateral development to follow. The overall process is incremental. It depends on the initial public/private projects being followed by others, infilled in-between them as market demand allows. In similar cases in other towns, experience has shown that when the initial projects are correctly scaled and positioned, infill takes place at rapid pace.

ASHLEY POND & CIVIC CENTER

Ashley Pond is currently Los Alamos' focus of public, civic and recreational activities. It will remain so in the future. The park will be expanded to encompass the entire block, creating a location for an open-air Farmers' Market pavilion and a bandshell for public concerts.

Downtown Civic and County government activities will be grouped around the Civic Center. All new Los Alamos County and School Board offices are shown as an addition to the existing County Municipal Building, sharing underground structured parking with existing facilities. A network of trails will be introduced to connect civic buildings in the historic cultural park surrounding Fuller Lodge. Surface parking lots will be relocated to head-in on-street parking, resulting in an expanded public park. The Los Alamos Inn area will be developed with both office and housing of various types placed in a resort hotel setting.

MAIN STREET / PERFORMING ARTS CENTER / TOWN PLAZA

The primary intention of the Master Plan is to adopt and strengthen the corner of Central Avenue and Main Street as the principal retail intersection in Downtown. Extending Main Street to Trinity Drive and beyond makes this intersection part of a 1000' north-south pedestrian-oriented retail street and directs the traffic of both Central and Trinity to support its vitality and economic viability. This new main street is lined by buildings with retail uses on the ground floor, offices or housing above. A medium-size box department store and a new 4-6 screen cinema anchor it on one end and the Town Plaza / Performing Arts Center on the other. Various Park Once facilities are located proximate to it to service all uses.

A Performing Arts Center and a Convention Facility has several possible locations, with one at the north end of Main Street to serve as a major attraction. The Performing Arts Center would act as an anchor for both the Main Street Corridor and the Downtown as a whole. The existing Post Office can house various retail uses, while the retail functions of the Post Office can be incorporated into the Performing Arts Center to generate a major daytime draw to the area. The Central Green is proposed to be redefined as a traditional Northern New Mexico plaza in the manner of Taos or Santa Fe, with many different uses accommodated in the lower and upper floors of the buildings surrounding it.

EAST END & SCIENCE CITY

Infill development, including attached housing, live/work units, and loft style housing will be located in the eastern portion of Downtown. A mid-block street pattern replaces the current system of linked parking lots. A key idea of the development strategy is to wrap the blocks in the East End with buildings, thus hiding parking in the middle of blocks and creating a more pedestrian-friendly downtown. The creation of a new Science City research and continuing education campus at the intersection of Central Avenue, Trinity Drive, and East Road serves as a gateway to the town. Its theme utilizes the history of Los Alamos to provide a recognizable identity for the town as a whole.

SOUTH RIM & CANYON EDGE PARK

The redevelopment of currently under-utilized land bordering Los Alamos Canyon will support an office campus, housing and public parkland. This area south of Trinity Drive and east of Main Street will be connected to the East End through a continuation of the street grid from north to south. The office campus is an ideal initiative for connecting LANL to the Downtown. The number of people working and living in the South Rim would be the generator of a new pedestrian, mixed-use Downtown. Much of the housing takes advantage of the location and views along the canyon rim. A new scenic drive running along the canyon edge frames the South Rim area and provides access to both the new development and the park at the edge of the canyon. This new Canyon Park maintains and enhances the natural beauty of Los Alamos, while providing increased pedestrian access to nature through sidewalks, trails and paths.





PLANT PALETTE

TREES:	SHRUBS:	ORNAMENTAL GRASSES:
Aspen	Apache Plume	Lovegrass
Black Locust	Beargrass	Blue Avena
Bradford Pear	Brittlebush	
Cottonwood	Cotoneaster	
Flowering Crab	Juniper	
Gambel Oak	Lavender	
Honey Locust	Mahonia	
Horse Chestnut	Mountain Mahogany	
Hybrid Box Elder	Mugho Pine	
Mountain Ash	New Mexico Olive	
Ponderosa Pine	Penstemon	
	Santolina	
	Shrubby Cinquefoil	
	Skunkbush	
	Snowberry	

B . THE MASTER PLAN
2 . CIVIC INFRASTRUCTURE
a . PARKS AND STREETScape

BEFORE ANY REDEVELOPMENT TAKES PLACE IN DOWNTOWN LOS ALAMOS, ITS PUBLIC infrastructure needs to be improved and integrated into a coherent plan. Parks, plazas, and streets function as the public living rooms and halls where citizens of Los Alamos can meet and enjoy the benefits and pleasures of town life. How these spaces are composed and furnished directly influences the perception of downtown as green, vital, comfortable and safe.

The civic infrastructure includes the design of three elements. First is the shaping of public space in the form of parks, squares and streets; the landscape appropriate to each; and their connection to the rest of Los Alamos. Second is improving and calibrating the design of thoroughfare right-of-ways against an anticipated set of uses, and the pedestrian, vehicular and service loads that they will generate. Street sections should be developed that balance the dimensions and performance of sidewalks, parking lanes, bike lanes, the number of traffic lanes and their direction, along with alleys and their capacity to accommodate access to parking and service deliveries. The third and final element of civic infrastructure design is establishing parking garages, in Park Once configurations, to service the shared parking requirements of commercial uses in the Downtown.

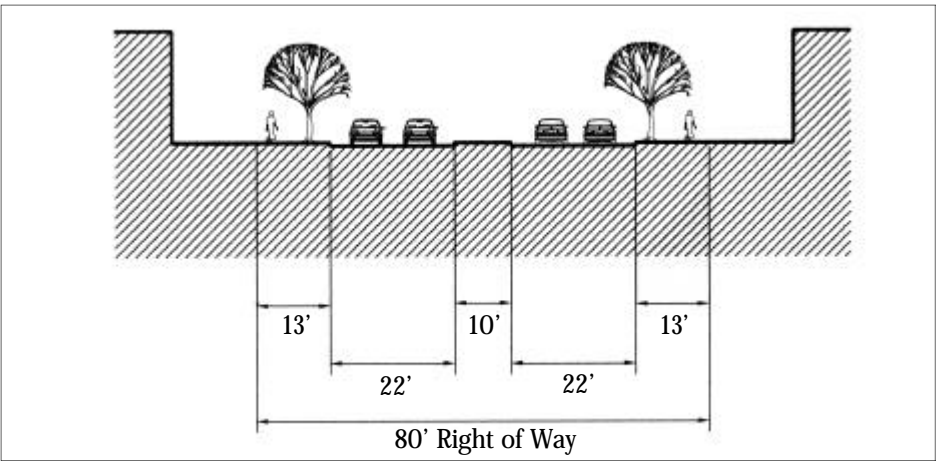
Various parks, squares, and plazas currently located in downtown Los Alamos serve as a center for community contact and exchange, recreation opportunities, and a place of rest. Existing parks, such as Ashley Pond, the cultural park around Fuller Lodge, and Central Park Square will be enlarged and rehabilitated. Many new parks and squares will be provided. Some of them will act as a focus of public activity and relief from building intensity within particular areas of the Downtown. At the edge of Los Alamos Canyon, a major new park will be created and integrated into the Downtown’s continuous green space network.

This new and extended pattern of parks will be connected through sidewalks lined with street trees, which will provide shade, fresh air, and identity to individual streets. The form of each street will depend on the deliberate choice of variety of species of trees, their location and spacing. New streets will be introduced in various Downtown locations to create an average block size of 250’ by 250’, within the range of most pedestrian-orientated town centers.

Many of these streets already exist as driving lanes in the current parking lots, and may continue to be public easements on private property. Lining the driving lanes with sidewalks and trees will improve and enhance both traffic performance and safety and the walking experience.

Most streets downtown will provide for on-street parking, both parallel and angled, where appropriate. New and existing streets will be designed as an integrated road network accommodating reduced traffic loads. The Park Once system of shared parking will reduce traffic generated by the existing pattern of shop and park.

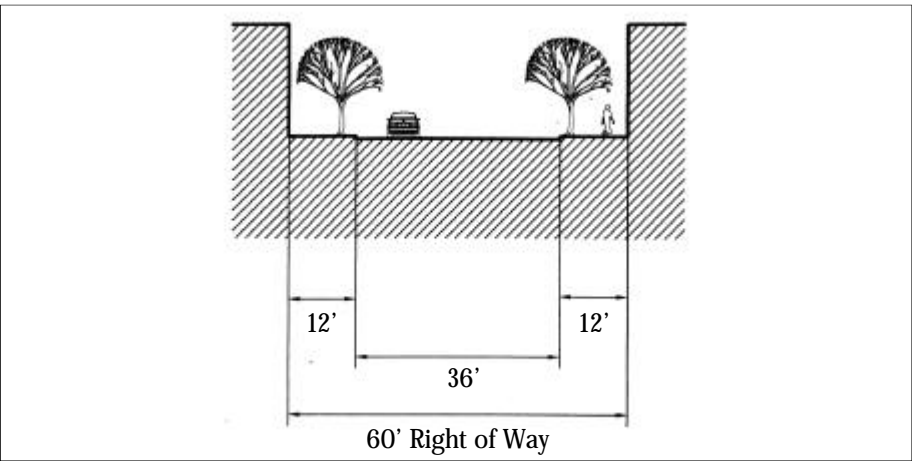
The opposite drawing illustrates the combined effect of these improvements. Streets are keyed to specific street sections on the following pages and give further indication of the many elements that complete the streetscape.



STREET SECTION A Trinity Drive

With an 80' right of way this is the most heavily traveled thoroughfare in Downtown. Trinity is changed to facilitate the pedestrian, while maintaining traffic flow. During peak hours, there is two lanes of moving traffic in both directions, as in the existing condition. During non-peak hours, there is one lane of travel and on street parking in each direction. A 10' landscaped, but not treed, median is installed, as is a 13' sidewalk and buffer with trees placed at 40' on center. Building setbacks are 10' from the right of way.

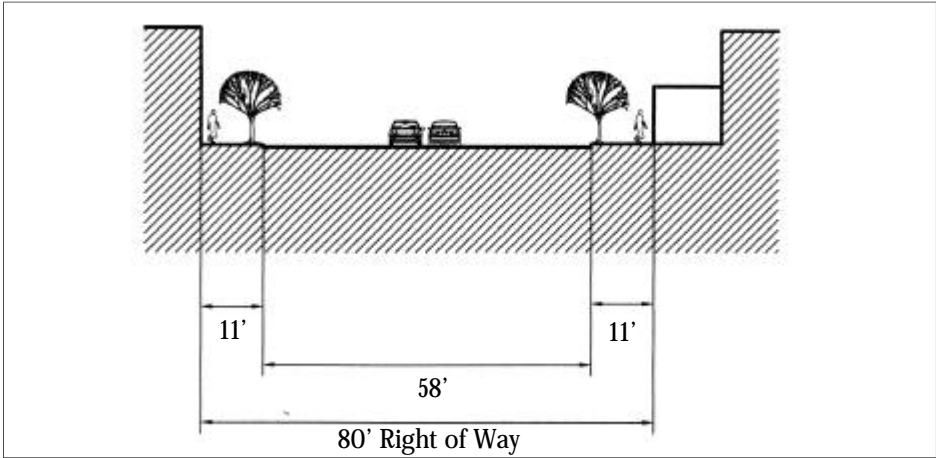
PRECEDENT: UCLA, Los Angeles CA



STREET SECTION D Main Street

The new north-south Main Street has a right of way of 60' with one lane of travel in each direction. Parallel parking will be provided on both sides. There is a 12' sidewalk and buffer on both sides, with trees planted at 30' on center. Buildings are required to front the right-of-way without setbacks.

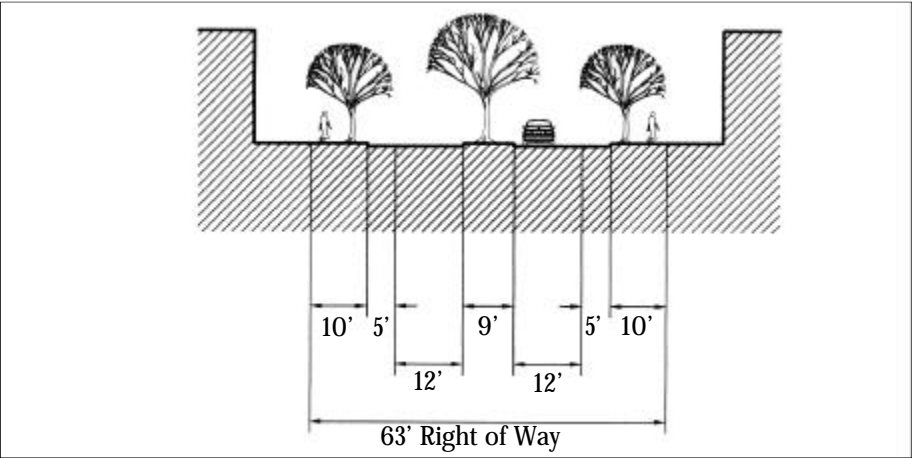
PRECEDENT: Gold Avenue, Albuquerque NM



STREET SECTION B Central Avenue

Central Avenue, with an 80' right of way, will maintain one lane of moving traffic in each direction, but the continuous left turn lane will be removed. Angled parking will be in place on both sides of the roadway. An 11' sidewalk and buffer will be maintained, with trees planted on both sides at 30' on center. Just east of 15th street, Central narrows to a 50' right of way, thus the angled parking on both sides will be removed and will be replaced with parallel parking. Buildings are required to front the right-of-way without setbacks.

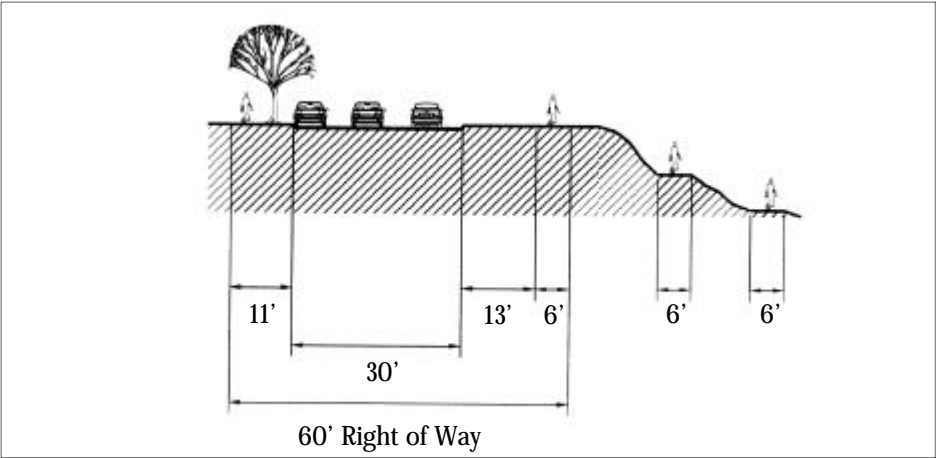
PRECEDENT: Larchmont Village, CA



STREET SECTION E 15th Street

The 63' right of way along 15th Street will be maintained, although the structure of the road will be altered. There will be one lane of travel in each direction, but the continuous left-turn lane will be replaced where possible with a 9' median with trees planted at 40' on center, allowing for left hand turns into existing drives. On either side of the road there will be a 5' bike lane and a 10' sidewalk and buffer. Trees along the buffer will be planted at 30' on center. Along 15th Street a 10' building setback is required from the right of way on the east side and 0' setback required on the west side.

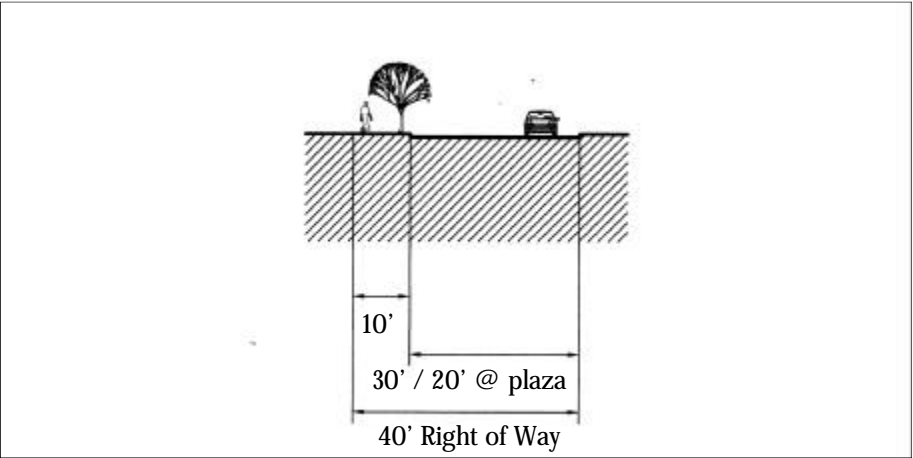
PRECEDENT: Country Club, Albuquerque NM



STREET SECTION C Mesa Drive

The new Mesa Drive along the edge of Los Alamos Canyon has a 60' right of way with one lane of travel in each direction. Parallel, on-street parking will be allowed on the north side only. Also on the north side is an 11' sidewalk and buffer of trees planted at 30' on center. On the south side there is a 13' strip for landscape (trees in 'natural' groupings and groundcover) and paths to crosswalks, a 6' trail, and other trails located on the existing canyon "benches," with connections back to the city. Building setbacks are 15' from the right of way.

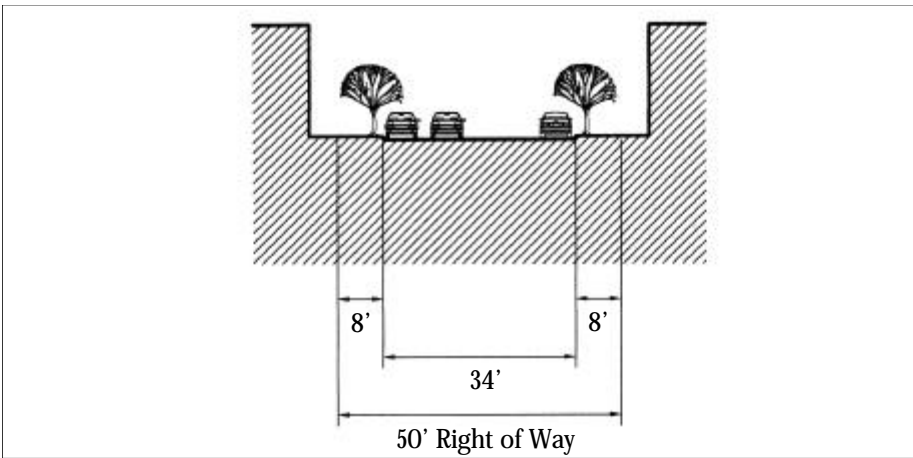
PRECEDENT: Arroyo Drive, Pasadena CA



STREET SECTION F One-way streets

The street just west of Ashley Pond and the street surrounding the new Los Alamos Plaza along Main Street have a 30' right of way, accommodating one-way traffic only. Along Ashley Pond there is angled parking provided and a 10' sidewalk and buffer opposite the park. Trees will be planted in the buffer at 30' on center. Around the Square is parallel, on-street parking provided and an 18' sidewalk and buffer opposite the square. Trees will be planted in the buffer at 30' on center. Building setbacks are 0' from the right of way.

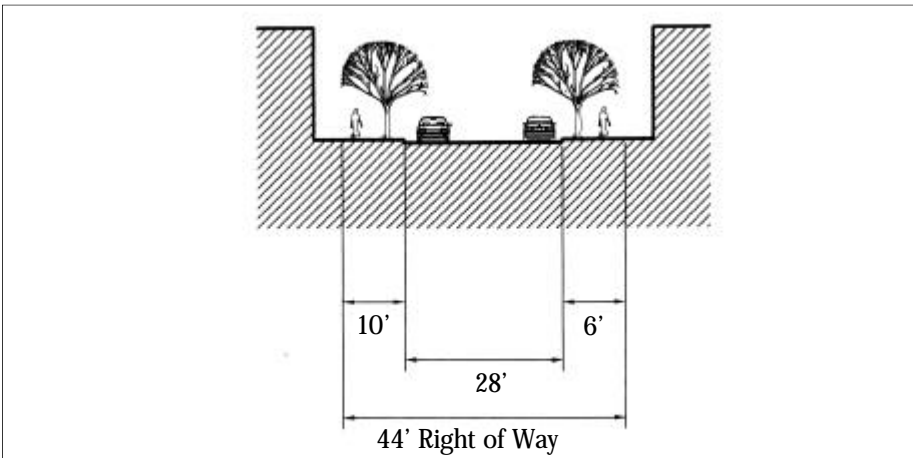
PRECEDENT: Downtown Sante Fe NM



STREET SECTION G Typical North-South Streets

All North-South streets in Downtown (excluding Main and 15th) will have a 50' right of way with one lane of travel in each direction. On-street, parallel parking will be allowed on both sides. An 8' sidewalk and buffer will be located on each side, with trees planted at 30' on center. The building setback requirements along North-South streets is 10' from the right of way.

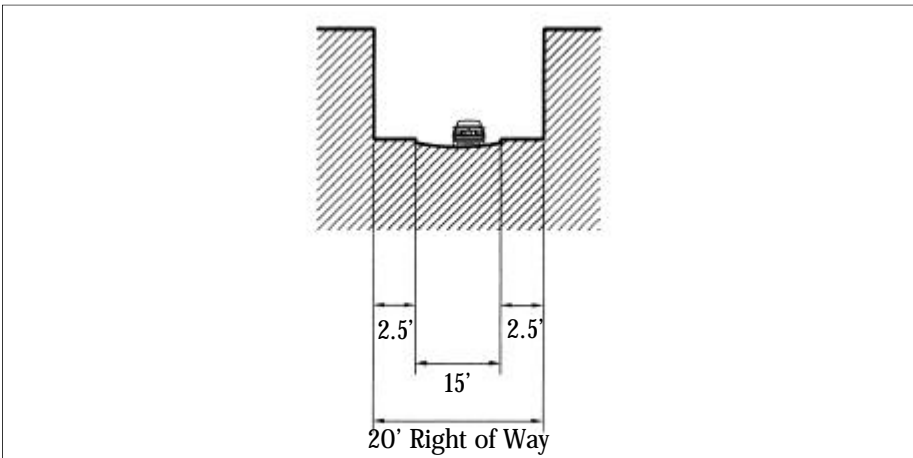
PRECEDENT: Old Town Albuquerque NM



STREET SECTION H Typical East-West Streets

Typical East-West streets in Downtown (excluding Trinity, Central and Mesa) will have a 44' right of way with one lane of travel in each direction. On-street, parallel parking will be allowed on one side only. An 6' sidewalk will be located on the south side and a 10' sidewalk and buffer located on the north. Trees are planted at 30' on center on the north side and at intersections on the south. Building setback requirements along East-West streets range from 0' to 5' from the right of way.

PRECEDENT: Canyon Road, Santa Fe NM



STREET SECTION I Alleys

All alleys will be informal, service passages of minimum dimension, with a typical right of way at 16'-24'. Alleys will be key elements in taking messy delivery vehicles, docks and service activities out of view from the principal Downtown Streets. Setbacks are optional.

PRECEDENT: Downtown Albuquerque NM

B. THE MASTER PLAN

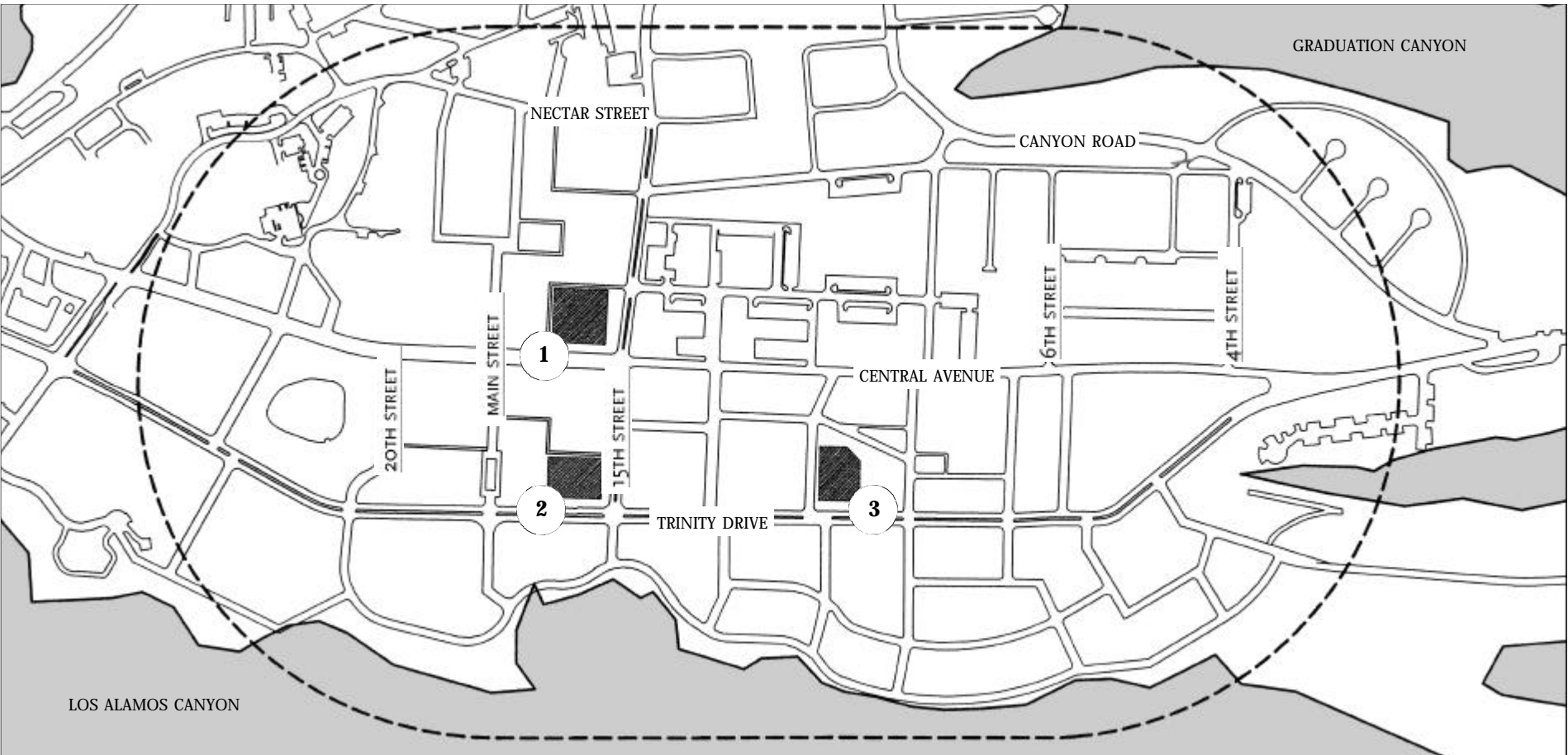
2. CIVIC INFRASTRUCTURE

b. PEDESTRIAN FIRST

IN THE DOWNTOWN, MANY TYPES OF TRANSPORTATION MUST BE ACCOMMODATED AND brought into balance within existing and proposed street right-of-ways. Buses, trucks, emergency vehicles, bikes and cars all must share this public realm with pedestrians.

However, the overriding concept Of “pedestrian first” suggests that the unimpeded, safe movement of pedestrians is favored over all other modes of transportation. Visitors, workers and residents may arrive downtown in wheeled vehicles, but at some point they enter the world of the pedestrian, moving at no more than 4 miles per hour. Therefore, limited lane widths, two-way traffic, on-street parking, narrow crossings, ample sidewalks and generous streetscape are all key elements of a pedestrian-first strategy. They are necessary to slow traffic down while still allowing convenient, safe and interesting access to shops, residences and parking.

In commercial areas, sidewalks need to be as wide as possible, with ample room for lighting, café tables and chairs, bike racks and other street furnishings. They can replace a discreet planting strip as necessary. In residential areas, planting strips should remain continuous and intact. Sidewalks should be a minimum of 5' wide, and setbacks should be consistently defined and planted to reinforce the sense of the street as a continuous urban park - the typical existing condition in Los Alamos neighborhoods.



PARK ONCE GARAGES	1	450 spaces
	2	340 spaces
	3	340 spaces
	Total	1130 spaces

ON-STREET PARKING	Main Street	130 spaces
	Central Avenue	200 spaces
	Trinity Drive	190 spaces
	Other	780 spaces
	Total	1300 spaces



a.



b.



c.

a. RECREATIONAL PEDESTRIAN AND BIKE TRAILS

b. STREET PARKING ON CENTRAL AVENUE

c. PARK ONCE GARAGE

B. THE MASTER PLAN
2. CIVIC INFRASTRUCTURE

c. PARK ONCE

FUNDAMENTAL TO THE SUCCESSFUL REVITALIZATION OF DOWNTOWN LOS ALAMOS IS THE concept of *Park Once*. The typical suburban, sequential pattern of “shop and park” requires two movements and a parking space to be dedicated for each visit to a shop, office, or civic institution, requiring six movements and three parking spaces for three tasks. By contrast, the compactness and mixed-use nature of Downtowns lends itself to moving twice, parking just once, and completing multiple daily tasks on foot.

The savings in daily trips and parking spaces required in a Park Once setting are very significant. Studies indicate that the requirement for parking in such a mature mixed-use district at 2.5 cars per 1000 square feet of average use is almost half that of suburban multi-park development. Daily trips can be reduced by as much as a third. But most importantly, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street friendly retail businesses. It is this “scene” created by pedestrians in appropriate numbers that provides the energy and attraction to sustain a thriving Main Street environment.

This is a fact of crucial importance to Los Alamos because, contrary to common belief, the town has a large enough population to generate a vital, pedestrian, mixed-use Downtown. Providing maximum parking generates retail boxes surrounded by cars and sets up the “shop and park” pattern typical of suburban sprawl. Less than maximum parking in central locations generates more pedestrian traffic accompanied by less vehicular congestion. For the entire Downtown three joint use garages are proposed: one for Main Street north of Central Avenue, one associated with a mid-box retail or cinema serving Main Street between Central Avenue and Trinity Drive, and eventually one for the East End banks.

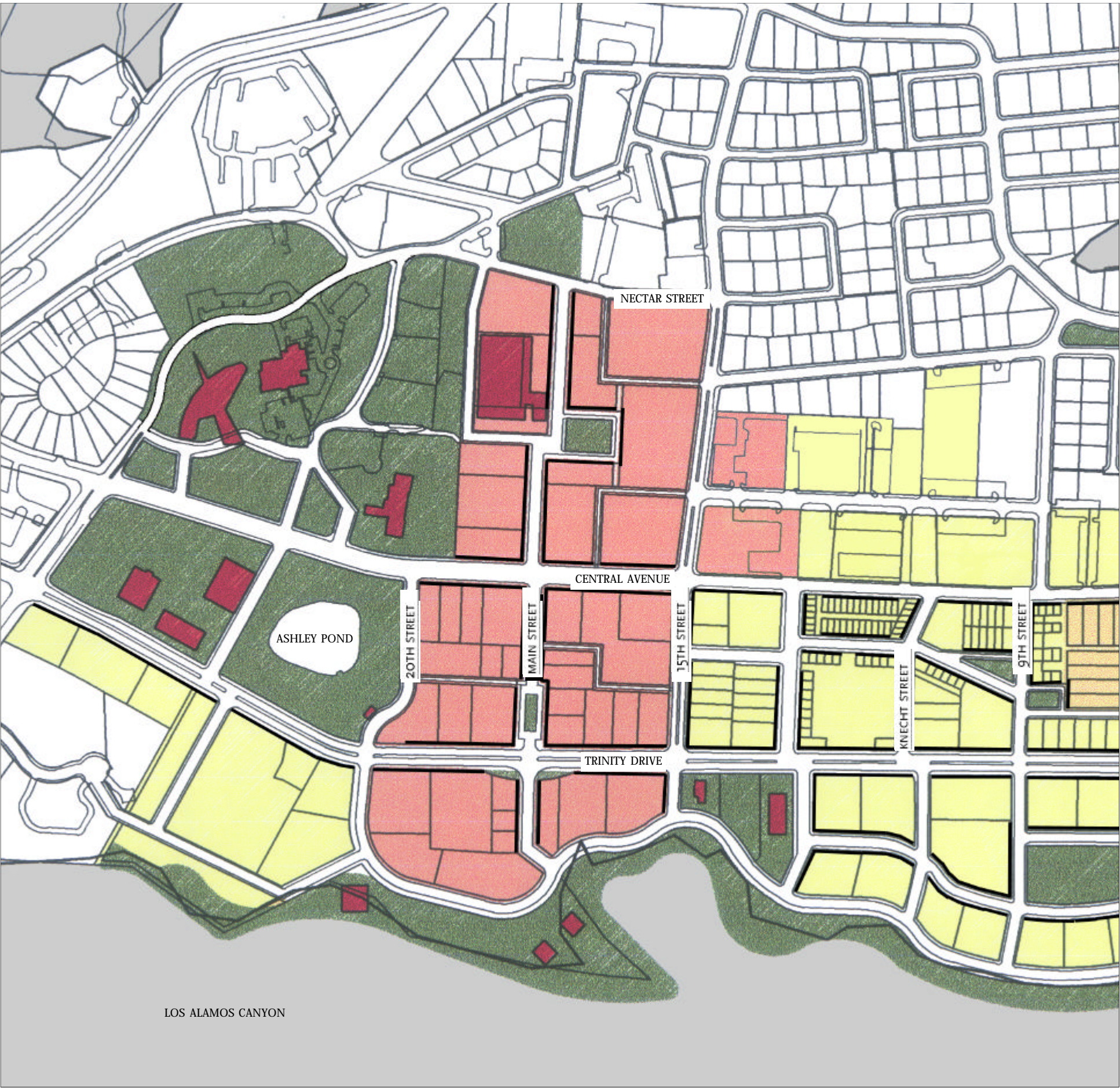
Short-term parking of 1-4 hours can be encouraged in the Park Once structures through signage and a validation program by retail establishments. The Park Once structures are wrapped with shops and offices, becoming a seamless part of the commercial fabric of Main Street.

On-street parking is of primary importance for ground level retail to succeed. Short-term parking that is strictly regulated creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' profits. This “teaser” parking is located on both sides of nearly every street in the Master Plan.

Because of the topography in the Civic Center and South Rim, the office campus buildings will be constructed over underground parking garages. These areas will be self-parked.

Private parking for housing is accommodated in parking courts in the case of the townhouses, and in parking courts and garages for the courtyard housing. The live/work units would likely have small surface lots in the interior of the blocks, with on-street parking for guests.

In the twentieth century, no dictum has been more descriptive of the fate of our cities than “form follows parking.” Parking aggregated to solely service individual uses has resulted in the wholesale eradication of urbanity in Los Alamos. The proposed intelligent resolution of the parking load for the Downtown is based on the proposition that parking is not an end in itself. Its purpose is to generate a pedestrian environment where people and cars mix under controlled circumstances that favor the person on foot. The consequence of this change in policy and design will be the kind of Downtown vitality and prosperity that have been absent from Los Alamos in the last thirty years.



**NEIGHBORHOOD
EDGE**

The Neighborhood Edge area is the least dense, most purely residential zone of the neighborhood. The size varies as a proportion of the overall area depending on whether the neighborhood is more rural (village-like) or urban (town-like).



**NEIGHBORHOOD
GENERAL**

The Neighborhood General area is mixed in function, but principally residential. It has a generalized character, and is usually the largest area of the neighborhood.



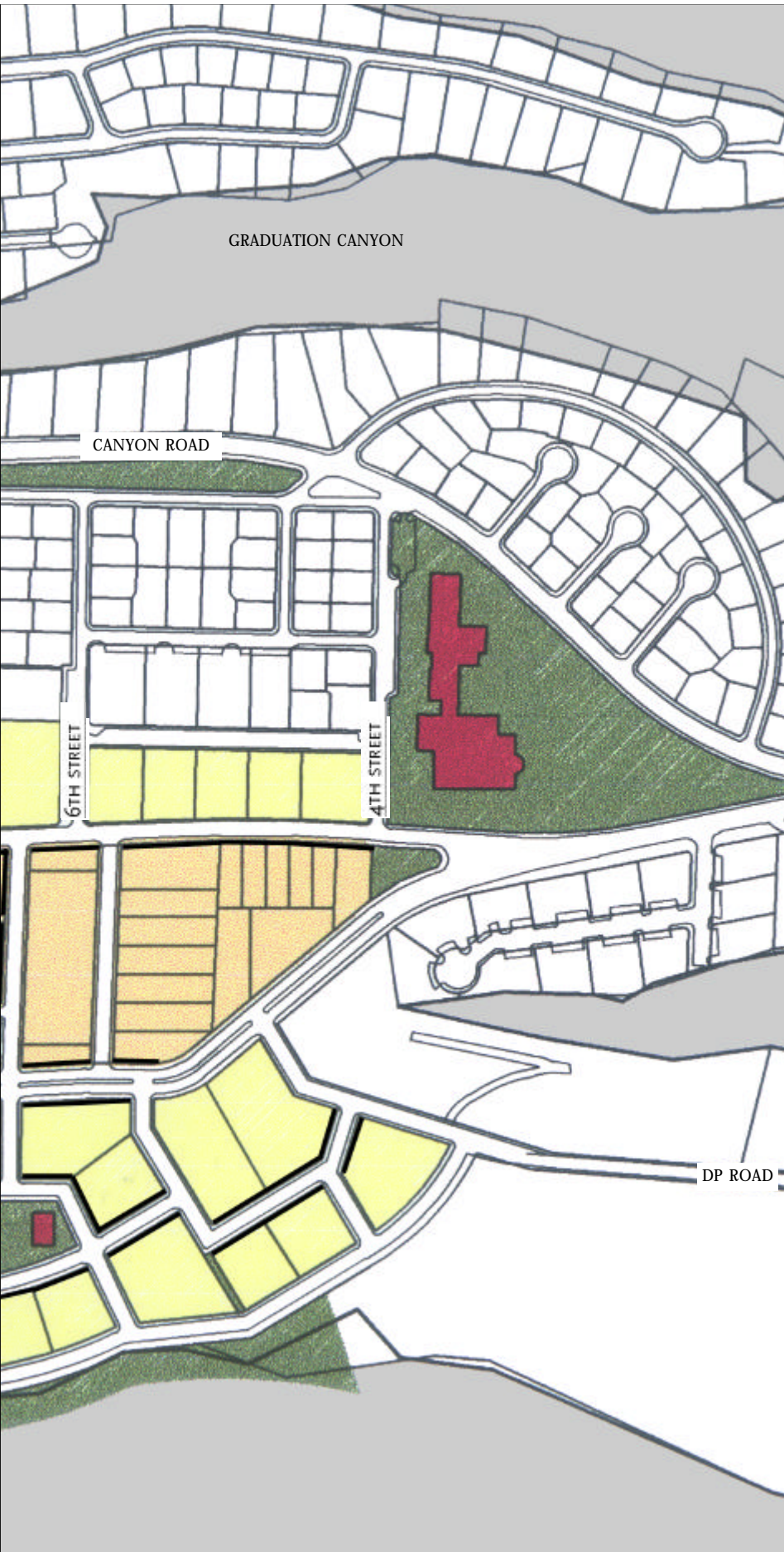
**NEIGHBORHOOD
CENTER**

The Neighborhood Center is a where many uses and activities occur for a single neighborhood, rather than the whole town. It is usually at a central location, within walking distance of the surrounding, primarily residential, areas. Retail, office, and multifamily housing occur in this areas.



TOWN CENTER

The Town Center is the most dense business, service, and institutional area. It is shared by all neighborhoods in Los Alamos, and straddles the major thoroughfares at their most active intersections - Main Street as it crosses Central Avenue and Trinity Drive.



B. THE MASTER PLAN

3. REGULATING PLAN

THE REGULATING PLAN IS THE CONTROLLING DOCUMENT FOR THE ARCHITECTURAL DIS-
position of projects within downtown Los Alamos. Five general urban cate-
gories along with the civic infrastructure improvements combine to make up
the fabric of the Downtown.

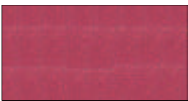
These five urban categories are based on intensity of use, ranging from the
public use of parks and entirely civic buildings, to most intense use of the town
and neighborhood centers of very active buildings that are primarily commer-
cial, to a general neighborhood of evenly mixed live/work structures. The
neighborhood edge is predominately residential, although like all sectors, it
can accommodate a mix of uses.

The specific building types subject to urban regulations are further defined in
the Development Code according to each urban category. These types are
meant to be specific about a range of heights, widths, setbacks, and uses while
still remaining general about architectural character. This guarantees compat-
ibility among buildings on the same street and seamless connections to other
streets and blocks. The individual buildings will still have the flexibility to
develop according to market conditions, and will create an authentic variety of
an incremental nature. In their form, they are all compatible with each other
as they define a public realm of shared space in streets, plazas and parks. The
concentration of similar types and intensities helps to create recognizable dis-
trict character. Parking follows both the Park Once concept and the center
block typology explained in the Development Code.

Because of their functional and symbolic status, civic buildings should reflect
the open democratic debate inherent in their public nature, and they therefore
should be reviewed by the planning and zoning commission as is presently
done.



CIVIC BUILDINGS



Civic Buildings are honorific structures with his-
torical or cultural status for the entire communi-
ty. Civic buildings are unique and monumental
in nature. They are initiated, scrutinized and
approved by the City as befits their functional
and symbolic importance. Their only require-
ments are the dignity and practicality with which
they serve their purpose. The Regulating Plan
identifies sites for civic buildings, but as a build-
ing type, they are not governed by the
Development Code, but are reviewed by the
Planning and Zoning Commission.



PARKS



Parks describe a range of public open space,
including large formal parks, plazas, squares and
wilderness preserves.

Not-for-profit Organizations:

- Religion
- Arts and Culture
- Education
- Government
- Recycling
- Transit Stop

Residential:

Premises available for long-term human habitation by means of ownership and rental, but excluding short-term letting of less than a month’s duration.

Lodging:

Premises available for short-term human habitation, including daily and weekly letting.

Office:

Premises available for the transaction of general business but excluding retail sales and manufacturing activity.

Retail:

Premises available for the commercial sale of merchandise and prepared foods, but excluding manufacturing activity.

Mixed-Use:

Premises available for Residential, Lodging, Office, and Retail uses as described above.

B . THE MASTER PLAN
4 . DEVELOPMENT CODE

a . USE STANDARDS

THE DEVELOPMENT CODE CONSISTS OF FOUR MAIN DOCUMENTS: THE USE STANDARDS, the Urban Regulations, the Building Types (three categories) and the Architectural Regulations.

All building designs shall be submitted to the Planning Department for conformity to the Development Code and Regulating Plan.

Variances to these provisions may be granted on the basis of architectural merit, site conditions, or hardship, provided such variances are consistent with the intent of the Code.

The Use Standards are a matrix of text which designates the uses permitted in each of the sections to be regulated. The uses include residential, lodging, office, commercial and manufacturing, to various degrees, with emphasis on allowing flexibility insofar as possible. Parking needs are correlated to the various combination of uses.

The Neighborhood Edge is the least dense, most purely residential sector of the neighborhood. There is no such designation in the Downtown Master Plan. The Neighborhood Edge sector exists most typically closest to the canyons, except at the new South Rim.

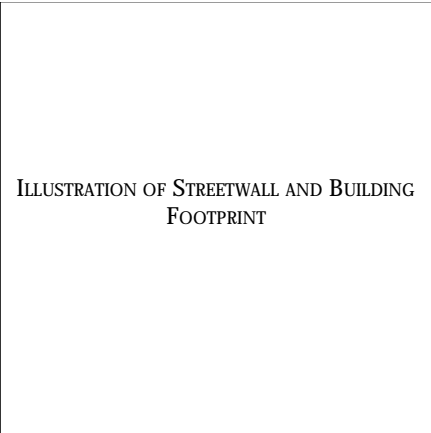
The Neighborhood General sector is mixed, and contains principally residential and office uses. It has a generalized character, and is usually the largest area of the neighborhood. In this Master Plan, the Neighborhood General sector occurs mainly in the East End and part of the South Rim.

The Neighborhood Center sector serves social and commercial activities and basic civic and retail needs. It is usually at a central location, within walking distance of the surrounding, primarily residential, areas. In this Master Plan, there is a Neighborhood Center sector in the area of the Mari-Mac shopping center.

The Town Center sector is the most dense business, service, and institutional center of a town. It is usually shared by several neighborhoods. It always straddles thoroughfares at their most active intersections. It is usually within walking distance of a large residential catchment. The Town Center sector for Los Alamos is located along the new Main Street from Nectar Street to the South Rim, and between 15th and 20th Street.

Appropriate uses for the Civic locations are listed. Uses prohibited throughout the Downtown District will be determined by County Planning.

ZONING
CATEGORY



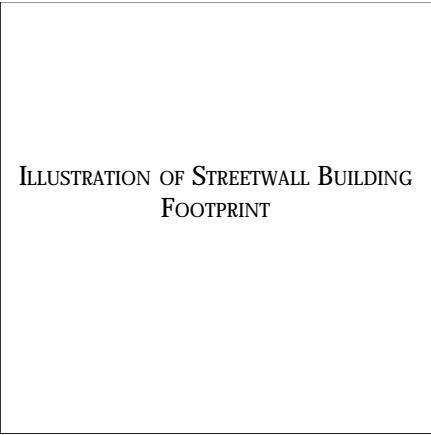
STREET WALL: is the building facade or an attached arcade facing the street.

ARCADE: is a series of arches linked together, usually as an element of a building.

Dumpsters shall be located in the rear 50% of the lot and be screened with walls and/or planting.

Delivery docks shall be located in the rear 50% of the lot and be screened if facing the street.

SUMMARY OF DIMENSION
Lot Width
Wall Setback
Wall Height
Frontage Required
Frontage Setback
Side Setback Width
Rear Setback Depth



B . THE MASTER PLAN

4 . DEVELOPMENT CODE

b . URBAN REGULATIONS

THE URBAN REGULATIONS ARE A MATRIX OF TEXT AND DRAWINGS WHICH REGULATE THOSE aspects of private buildings which affect the formation of the public realm. The Urban Standards vary according to the four sectors of the Regulating Plan: the Town Center, the Neighborhood Center, General and Neighborhood Edge (the latter not indicated on the Downtown Master Plan).

The frontages for each parcel are indicated on the Regulating Plan by a heavy, dark line. The requirements for each building within a zone will be keyed off these frontage lines. The streetwall indicates a wall or fence located within a certain distance of the front property line. The percentage of building that must meet that streetwall requirement is described, as well as minimum and maximum heights for both walls and buildings. Minimum lot widths, side and rear setbacks are also indicated for new buildings.

Parking location is not indicated, but is not permitted in front of buildings (except within the street right of way). Access to parking must be from alleys, unless part of a Park Once plan. No new driveway can exceed 12’ in width at the curb, and limited to 1 driveway per block. Further information is provided in the section on architectural types.

The Urban Standards always define the Private Frontages of each project, encouraging the provision of certain building elements which influence social behavior, such as stoops and porches. The Standards may also encourage certain building types in order to affect a range of age, income and occupation such as live/work buildings and out-buildings.

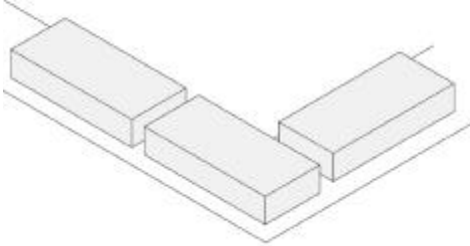
The Architectural Types that follow are approved building configurations that are appropriate for each zone. Additional Architectural Types may be considered on an individual basis.

Type CL

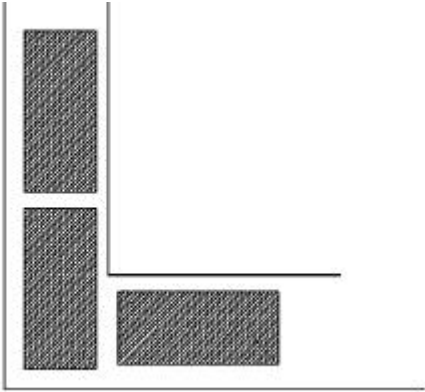
Commercial Loft - Two Story

TYPE DESCRIPTION

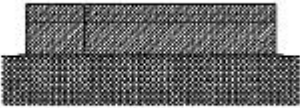
A mixed-use building lining the street with parking hidden behind.



AXONOMETRIC



PLAN



SECTION

URBAN REGULATIONS

PLACEMENT

1 Lot Width: 40'-50'

2 Street Frontage: 80 percent minimum

3 Lot Depth: 100'-130'

4 Building Depth: 40'-80'

PARKING

1 Interior surface lot or structured lot

2 Alley access

HEIGHT AND PROFILE

1 Height: 1-2 Stories average

USE

1 Office, retail, restaurant, hotel, residential

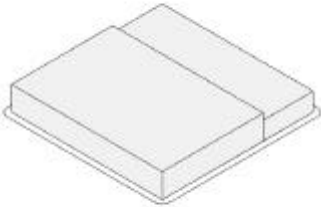
REGULATING PLAN LOCATION

Town Center


Type RO

Retail/Office w/Added Office Upstairs

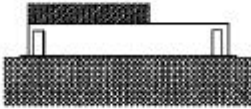
TYPE DESCRIPTION



AXONOMETRIC



PLAN



SECTION

URBAN REGULATIONS

PLACEMENT

1 Existing rectangle: 130' x 220' approximately

PARKING

1 On-street or in adjacent lots

HEIGHT AND PROFILE

1 Height: 2 stories or partial 2 story

USE

1 1st Floor: Existing commercial, retail or office

2 2nd Floor: Office, residential

REGULATING PLAN LOCATION

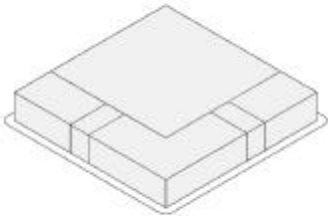
Town Center

Type WB

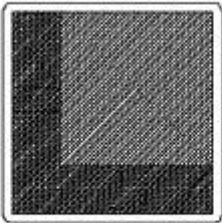
Wrapped Box

TYPE DESCRIPTION

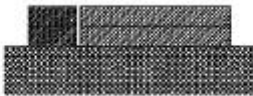
Large single-use wrapped with mixed use space that is more interesting, interactive with the street.



AXONOMETRIC



PLAN



SECTION

URBAN REGULATIONS

PLACEMENT

1 Lot Width: 100'-250'

2 Street Frontage: 75 percent minimum

3 Lot Depth: 100'-250'

4 Building Depth Box: 100'-250'

Building Depth Wrapper: 20'-50'

PARKING

1 Part of a park-once area

2 Parking provided on-street and in common structures

HEIGHT AND PROFILE

1 Height: 1-2 Stories

USE

1 Box: office, retail, theater, parking

2 Wrapper: 1st Floor: office, retail, restaurant

Wrapper: 2nd Floor: office, retail, restaurant, residential

3 Wrapper located at all street frontages

REGULATING PLAN LOCATION

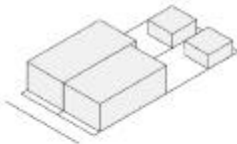
Town Center

Type LW

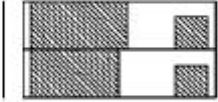
Live/Work

TYPE DESCRIPTION

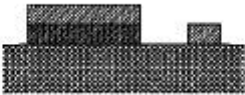
Zero-lot line townhouses with rear yard garage and commercial entitlements



AXONOMETRIC



PLAN



SECTION

URBAN REGULATIONS

PLACEMENT

1 Lot Width: 20'-30'

PARKING

1 Resident: 2 spaces, rear garage, alley access

2 Guest: 1 space, on-street

HEIGHT AND PROFILE

1 Height: 3 stories maximum

USE

1 1st Floor: residential, home office, professional office, B&B, restaurant, retail (2 employees maximum)

2 2nd Floor: residential

REGULATING PLAN LOCATION

Town Center

MASTER PLAN Downtown Los Alamos
Los Alamos Main Street Future Committee
Los Alamos, New Mexico

21



B. THE MASTER PLAN
4. DEVELOPMENT CODE
c. TOWN CENTER ARCHITECTURAL TYPES

THE FOUR ARCHITECTURAL TYPES FOR THE TOWN CENTER ALL DEFINE THE INTENSITY OF use and space for the Main Street. These types offer direction for the place- ment, parking, height and profile, and use of new development projects with- in this sector.

Type CL is a two story Commercial Loft with multiple uses allowed and the frontage delineated in 40’-50’ increments. Parking is to the rear accessed through an alley.

Type RO is an existing one story building with an additional new floor for office or residential. Parking would be shared in Park Once.

Type WB is a new wrapped box, a large single use (medium box, theater, park- ing structure) wrapped with mixed use spaces in smaller frontage increments. Parking is in Park Once.

Type LW is a Live/Work building that is an attached townhouse with the allowance for commercial space within the first floor. Parking is self-parked to the rear.

These examples are approved types intended to facilitate rapid review and approval through an administrative process. Other architectural types may be submitted for approval.



B. THE MASTER PLAN

4. DEVELOPMENT CODE

d. NEIGHBORHOOD CENTER ARCHITECTURAL TYPES

THE FOUR ARCHITECTURAL TYPES FOR THE NEIGHBORHOOD CENTER ARE APPROPRIATE TO the urban fabric of eastern core of Downtown. These types offer direction for the placement, parking, height and profile, and use of new development within this sector.

Type CL-1 is a one story Commercial Loft with multiple uses allowed and the frontage delineated in 40'-50' increments. The building is tall enough for a mezzanine level. Parking is to the rear accessed through an alley.

Type RC is a building with commercial uses on the ground floor and residential above. Parking would be shared in Park Once.

Type TH is a townhouse, attached units with rear yards and garages. Professional office is permitted.

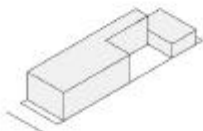
Type CB is a courtyard building with multiple uses allowed. The court is accessible from the street. Parking is shared as part of Park Once as well as self-parked.

Type TF


Townhouse/Flat

TYPE DESCRIPTION


Townhouse stacked on top of walkout flat on a sloped site



AXONOMETRIC



PLAN



SECTION

URBAN REGULATIONS

PLACEMENT

- 1 Lot Width: 20'-30'
- 2 Street Frontage: 80 percent minimum
- 3 Lot Depth: 50'
- 4 Building Depth: 50'

PARKING

- 1 Resident: 3 car garage, driveway / alley access

HEIGHT AND PROFILE

- 1 Height: 3 stories maximum

USE

- 1 Residential, home office, professional office (1 employee maximum)

REGULATING PLAN LOCATION

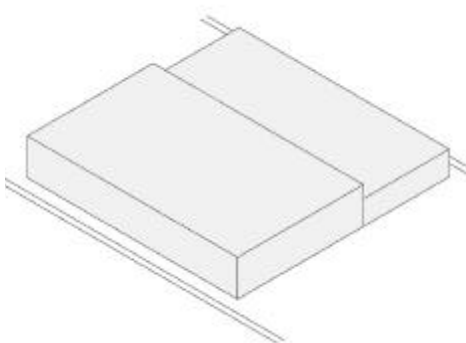
- Town Center
- Neighborhood Center
- Neighborhood General

Type CW

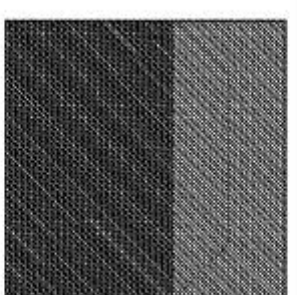
Commercial Walkout

TYPE DESCRIPTION


Commercial building on a sloped site with tuck under parking hidden behind commercial space.



AXONOMETRIC



PLAN



SECTION

URBAN REGULATIONS

PLACEMENT

- 1 Lot Width: 100'-300'
- 2 Street Frontage: 80 percent minimum campus street
- Street Frontage: 70 percent minimum Trinity Drive
- 3 Lot Depth: 150'-200'
- 4 Building Depth: 70'-120'

PARKING

- 1 Tuck under (wrapped with other uses) or structured lot
- 2 Self park at 3 cars / 1000 sq. ft. including on-street

HEIGHT AND PROFILE

- 1 Height: 2-3 stories

USE

- 1 Office, retail (ancillary uses), restaurant

REGULATING PLAN LOCATION

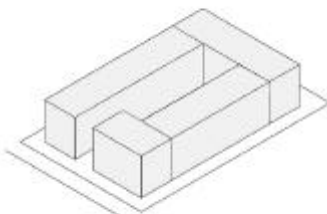
- Town Center
- Neighborhood Center
- Neighborhood General

Type LC

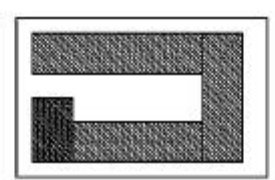
Loft/Courtyard Building

TYPE DESCRIPTION

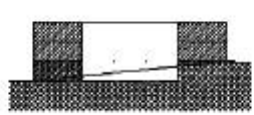
A combination commercial loft in front and courtyard building in back on a sloping site with tuck-under parking



AXONOMETRIC



PLAN



SECTION

URBAN REGULATIONS

PLACEMENT

- 1 Lot Width: 150'-200'
- 2 Street Frontage: 80 percent minimum
- 3 Lot Depth: 150'-180'
- 4 Building Depth: 80'-120'

PARKING

- 1 Tuck under structure
- 2 Self-park at 3/1000 sq. ft. on street

HEIGHT AND PROFILE

- 1 Height: 2-3 stories

USE

- 1 Loft: Office, retail, restaurant, hotel
- 2 Courtyard House: Residential, hotel
- 3 Wrapper: Residential, hotel

REGULATING PLAN LOCATION

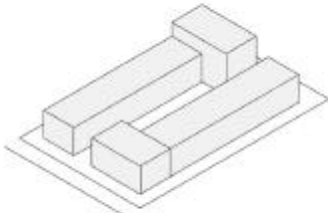
- Town Center
- Neighborhood Center
- Neighborhood General

Type SC

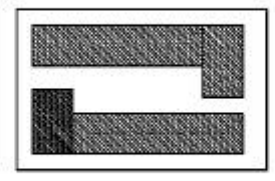
Stepped Courtyard

TYPE DESCRIPTION


Courtyard Building on a sloped site with tuck-under parking



AXONOMETRIC



PLAN



SECTION

URBAN REGULATIONS

PLACEMENT

- 1 Lot Width: 150'-200'
- 2 Street Frontage: 80 percent minimum
- 3 Lot Depth: 150'-180'
- 4 Building Depth: 80'-120'

PARKING

- 1 Side of building and tuck-under (wrapped by other uses)
- 2 Self-park at 1.5 cars / unit on street

HEIGHT AND PROFILE

- 1 Height: 2-3 stories

USE

- 1 Residential, hotel, retail, office

REGULATING PLAN LOCATION

- Town Center
- Neighborhood Center
- Neighborhood General

MASTER PLAN Downtown Los Alamos
Los Alamos Main Street Future Committee
Los Alamos, New Mexico

25



B. THE MASTER PLAN
4. DEVELOPMENT CODE
e. NEIGHBORHOOD GENERAL ARCHITECTURAL TYPES

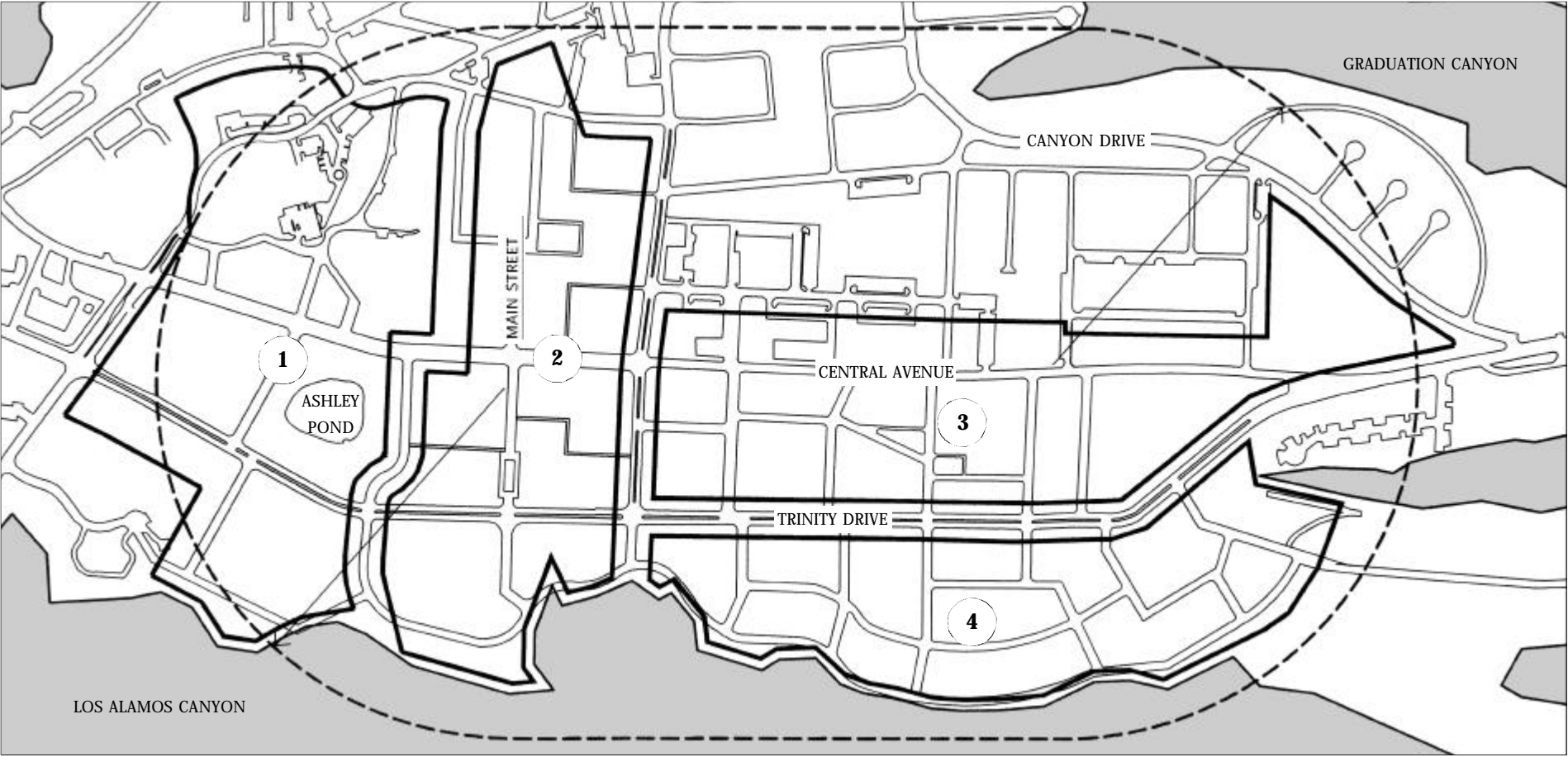
THE FOUR ARCHITECTURAL TYPES FOR THE NEIGHBORHOOD GENERAL ZONE DEFINE A more residential and office character for the East End and South Rim sectors. These types offer direction for the placement, parking, height and profile, and use of new development within these sectors.

Type TF is a townhouse above a flat (apartment), attached units with rear yards and garages. This is meant for sloped sites. Professional office is permitted.

Type CW is a multi-story Commercial Walkout with multiple uses allowed. The type is appropriate for the office campus area of the South Rim. Parking is tucked under the building accessed through an alley or driveway.

Type LC is an loft/courtyard building with commercial uses in the front and residential courtyard housing to the rear. Parking would be tucked under the building.

Type SC is a stepped courtyard building with multiple uses allowed. The court is accessible from the street. Parking is shared as part of Park Once as well as self-parked.



- PROJECT AREAS**
- 1. CIVIC CENTER :** Oppenheimer Drive to 19th and 20th Streets, bounded by Rose and Peach Streets to the north and the Los Alamos Canyon to the south.
 - 2. MAIN STREET :** 19th and 20th Streets to 15th Street, bounded by Peach and Nectar Streets to the north and the Los Alamos Canyon to the south.
 - 3. EAST END :** 15th to 4th Streets, bounded by Iris Street to the north and Trinity Drive to the south, and the parcel of land bounded by 4th Street to the west, Canyon Drive to the northeast, and Trinity Drive to the south.
 - 4. SOUTH RIM :** 15th Street to DP Road, bounded by Trinity Drive to the north and the Los Alamos Canyon to the south.

C. ILLUSTRATIVE DEVELOPMENT
OPTIONS

- 1. CIVIC CENTER
- 2. MAIN STREET
- 3. EAST END
- 4. SOUTH RIM

1.



2.

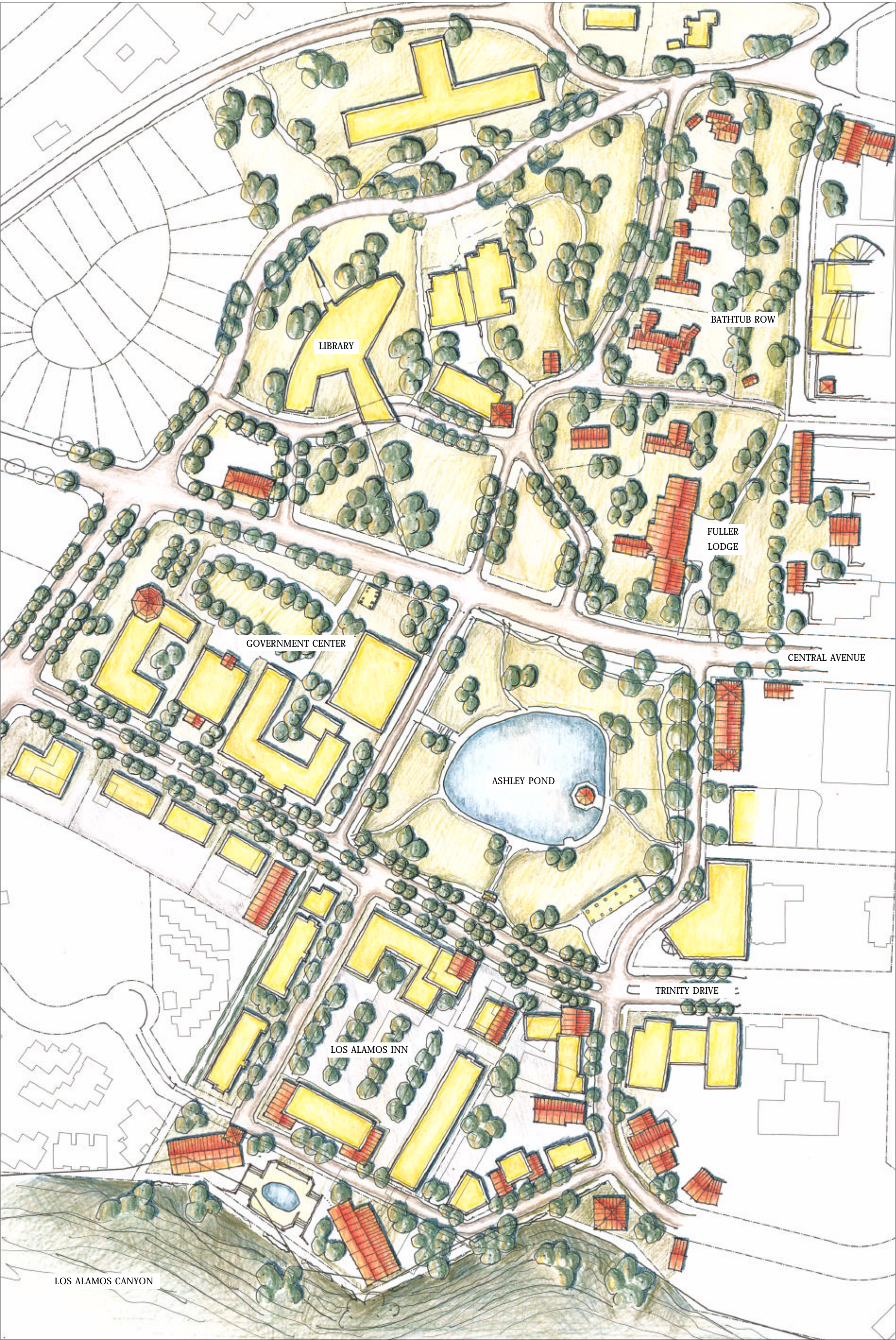


3.



4.





a.

C. ILLUSTRATIVE DEVELOPMENT
OPTIONS

1. CIVIC CENTER

THE CIVIC CENTER SURROUNDING ASHLEY POND IS THE PRIMARY FOCUS FOR ALL CULTURAL and civic activities in Downtown. As an essential step for concentrating large numbers of people in the Downtown area, all governmental functions are concentrated within one block, joined by a more expansive park network to the community’s cultural and historic sites, such as the Library, Fuller Lodge and Bathtub Row.

Enhancements to this area will include a network of pedestrian paths, a pavilion for the Farmer’s Market and a bandshell for public events. Relocating the current Community Building to a new facility next to the Library allows the redeveloped park at Ashley Pond to fill the entire block.

North of the pond is the existing historic and cultural district, which includes the Public Library, Senior Center, Fuller Lodge and Bathtub Row. Here the surface parking lots are replaced with diagonal and parallel on-street parking to allow for the creation of a large park free of parking lots. A safe and convenient pedestrian path network is introduced connecting all civic buildings with the downtown and the senior housing and center.

West of Ashley Pond, a distinct Government Center is further consolidated through the relocation of the County and School Board offices to the same block as the existing Municipal Building and Police Offices. Existing and proposed buildings will be served by underground parking.

South of Trinity Drive, the Los Alamos Inn area is redeveloped with both offices and housing. The housing types include townhouses, loft housing and courtyard housing and are placed in a landscaped resort setting that takes full advantage of the views into Los Alamos Canyon. The entire Civic Center area is tied together through improvements to the sidewalks and street network that allows for easy pedestrian flow.



b.



c.

- a. 20 YEAR ILLUSTRATIVE PLAN
- b. 10 YEAR ILLUSTRATIVE PLAN
- c. EXISTING PLAN PHOTOGRAPH



a.



b.



c.



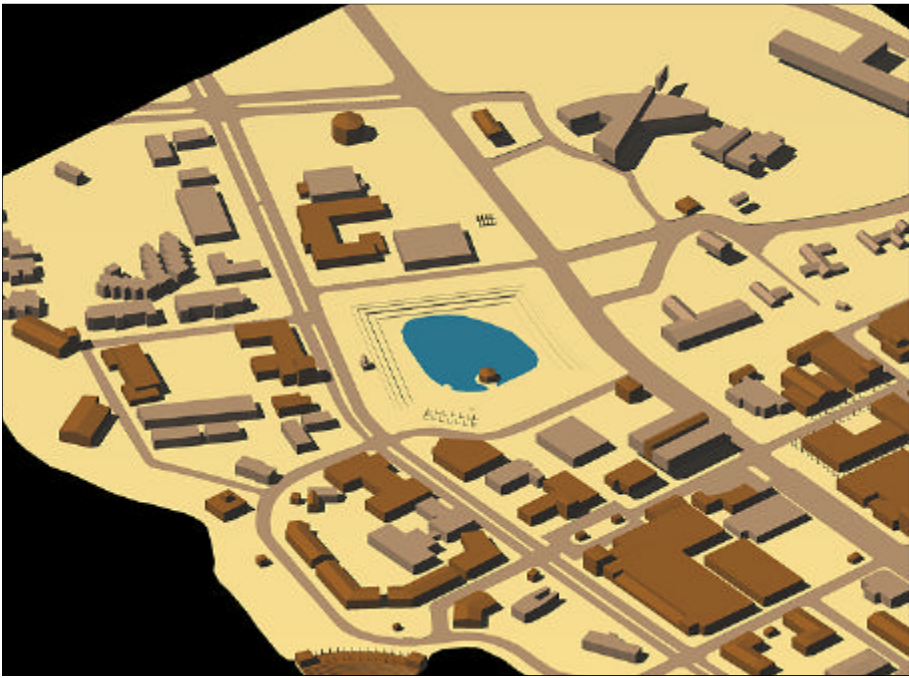
d.



e.



h.



g.

AS ILLUSTRATED ON THESE TWO AS WELL AS THE PREVIOUS TWO PAGES, THERE IS A GREAT POTENTIAL to enhance the Civic Center of Downtown Los Alamos. In both the 10 and 20 year frame of development in this area, there exist a great number of opportunities for projects of various kinds. Their exact location and form of must be left open for future designers and developers to determine; these illustrative plans are only an indication of the type and form of development possible and desirable.

Within the Civic Center there are two primary projects that we consider as catalytic, that is, capable of being important not only in themselves, but also capable of inducing collateral development and positive change. They are first steps toward the successful re-development of the Downtown. The first is the relocation of the County and School Board offices from their Los Alamos Canyon site to the Government Center. This is an essential move in creating a more substantial concentration of civic activities at the center of town. The second is enlargement and redesign of the parkland surrounding both Ashley Pond and Fuller Lodge. Both of these catalytic projects are to be sponsored by the public sector and must set the standard for the scope and quality of development that should characterize the effort of redeveloping the Downtown.

These two projects are also dependent on the existing features of the Civic Center, particularly Fuller Lodge, Ashley Pond and the existing County Municipal Building. It is important that the redevelopment of this area demonstrate that it is possible to transform Downtown Los Alamos into a sustainable and thriving place, while maintaining and expanding on existing buildings and features.

The implementation of these two catalytic projects are of course dependent on the disposition of the County's Trinity site, described in the South Rim section.



f.

- a.** ASHLEY POND, RANCH SCHOOL PERIOD
- b.** ASHLEY POND AND COMMUNITY CENTER, PRESENT DAY
- c.** PROPOSED VIEW OF ASHLEY POND AND FARMERS MARKET
- d.** FULLER LODGE
- e.** FULLER LODGE, LATE 1940'S
- f.** FULLER LODGE
- g.** 10 YEAR BUILDOUT
- h.** 20 YEAR BUILDOUT



a.

C. ILLUSTRATIVE DEVELOPMENT
OPTIONS
2. MAIN STREET

MAIN STREET IS THE PRIMARY HOME OF COMMERCIAL BUSINESS IN THE COMMUNITY, running 1000’ south from Central Park Square through the primary retail corner at Central Avenue to an amphitheater overlooking Los Alamos Canyon. It serves not only the immediate neighborhoods in the Downtown, but also the entire community of Los Alamos.

The distance of 1000’ feet has been shown to be a critical length for successful retail in small towns. Achieving this distance in Los Alamos requires extending Main Street from Central Avenue to Trinity Drive. This strengthens the principal retail corner in Downtown at Main and Central, and provides vehicular connection to Trinity Drive, the principal thoroughfare. Main Street is lined with various retail uses and serviced by two Park Once locations and on-street parking.

The first of three major anchors suggested for Main Street is a Performing Arts Center. Three possible locations are suggested for this building: at the north or south end of Main Street, or as illustrated adjacent to Central Park Square, which has the potential to function like a traditional New Mexican Town Plaza, with a mixture of uses, including retail, office, housing and civic purposes.

A medium-size box department store is the second suggested anchor along Main Street. This should be located near the intersection of Trinity and Main and would provide the kind of general goods retail that is currently available only in Santa Fe or Espanola.

The last anchor is an amphitheater at the southern terminus of the street overlooking Los Alamos Canyon. This location takes advantage of the magnificent views offered by the canyon and encourages increased public use of the canyon rim. Further ideas for special uses along Main Street include a new movie theater, hotel, and a convention center.



b.



c.

a. 20 YEAR ILLUSTRATIVE PLAN

b. 10 YEAR ILLUSTRATIVE PLAN

c. EXISTING PLAN PHOTOGRAPH



a.



b.



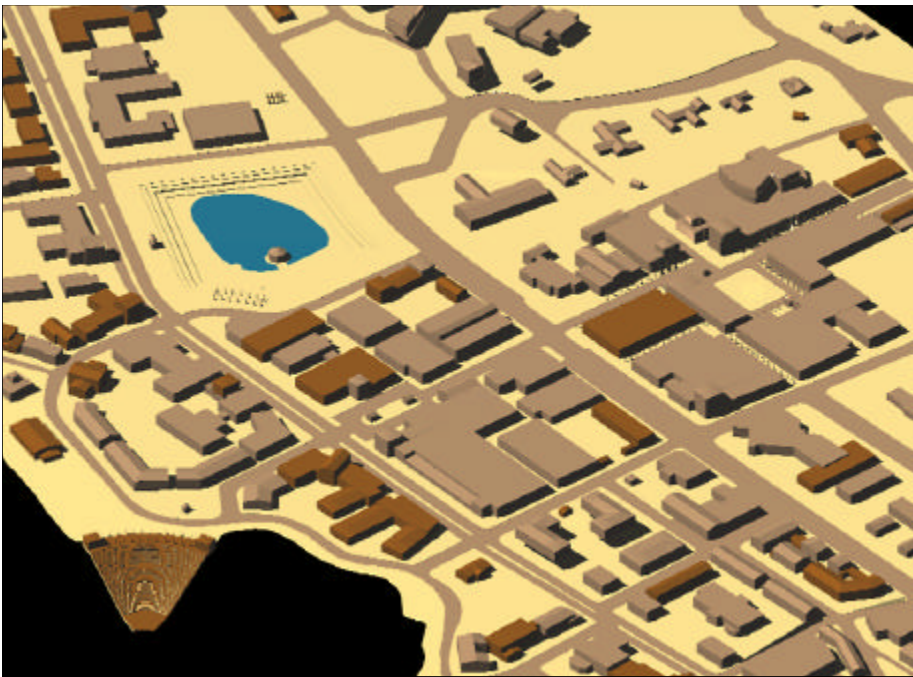
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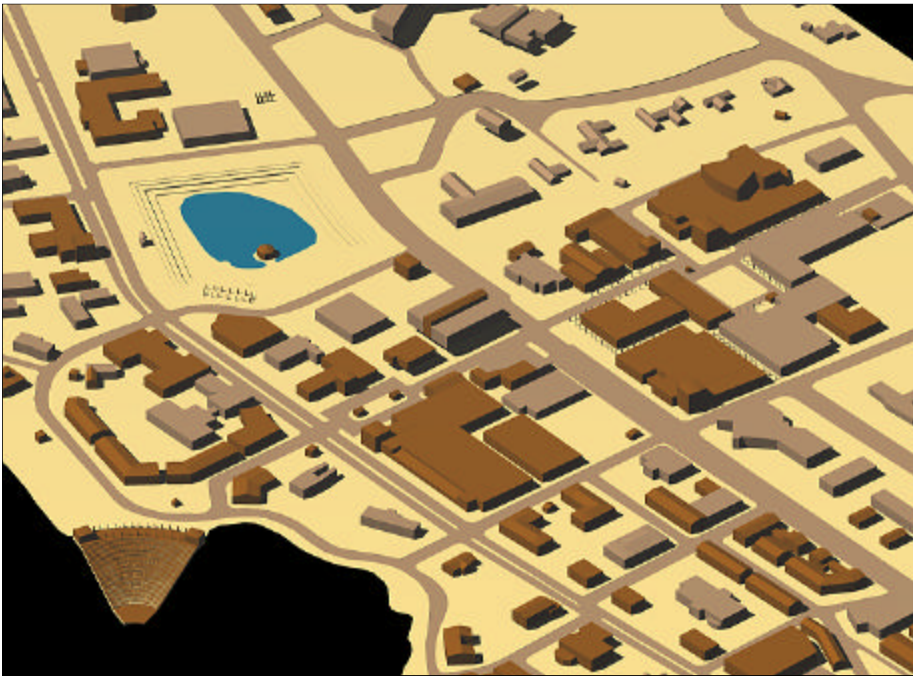
d.



e.



h.



g.

OVER A 10 AND 20 YEAR FRAME OF DEVELOPMENT, MAIN STREET HAS THE POTENTIAL TO provide a tangible and permanent town center location for living and commercial activities in downtown Los Alamos. By serving as a central retail district and providing a major north-south orientation, Main Street gives a clear image, a structure, multiple day-long uses, and compactness to Downtown, creating a “there” there.

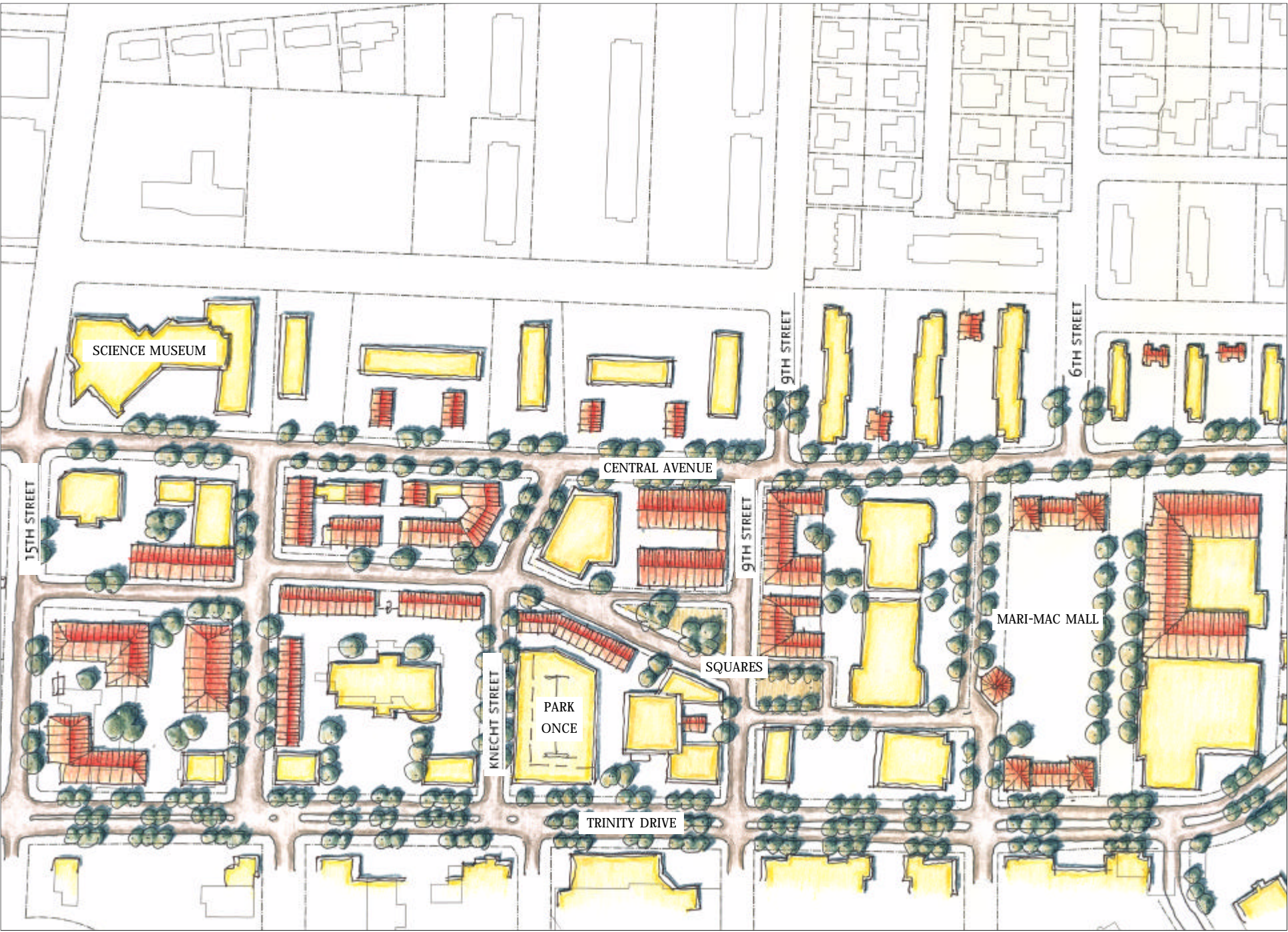
Again, the illustrative plans shown are meant to serve only as a guideline for future development. There are a number of catalytic projects along Main Street that are essential in spurring the future growth of this area. The completion of Main Street itself is the first key project that must be undertaken. This is a public project that will set the stage for continuous, incremental development along the street. The development of a town plaza can be undertaken in conjunction with the construction of a Performing Arts Center that will draw both residents and visitors into the town center.

The development of a medium-size box department store that respects the continuous presence of storefronts along Main Street is one of the first private ventures that should be encouraged in the Downtown. Along with the department store, an associated Park Once garage must be developed. The Park Once garage on the corner of Central Avenue and 15th Street should occur in association with a Performing Arts Center. These two parking locations will alleviate the need for surface parking lots and thus free up land for private commercial development. These catalytic projects along Main Street are essential not only to the successful development of this district, but to the successful growth of Downtown as a whole. Main Street is the intersection of living, art and commerce, and should set the standard for the both satisfaction of daily needs and the flowering of a local culture.

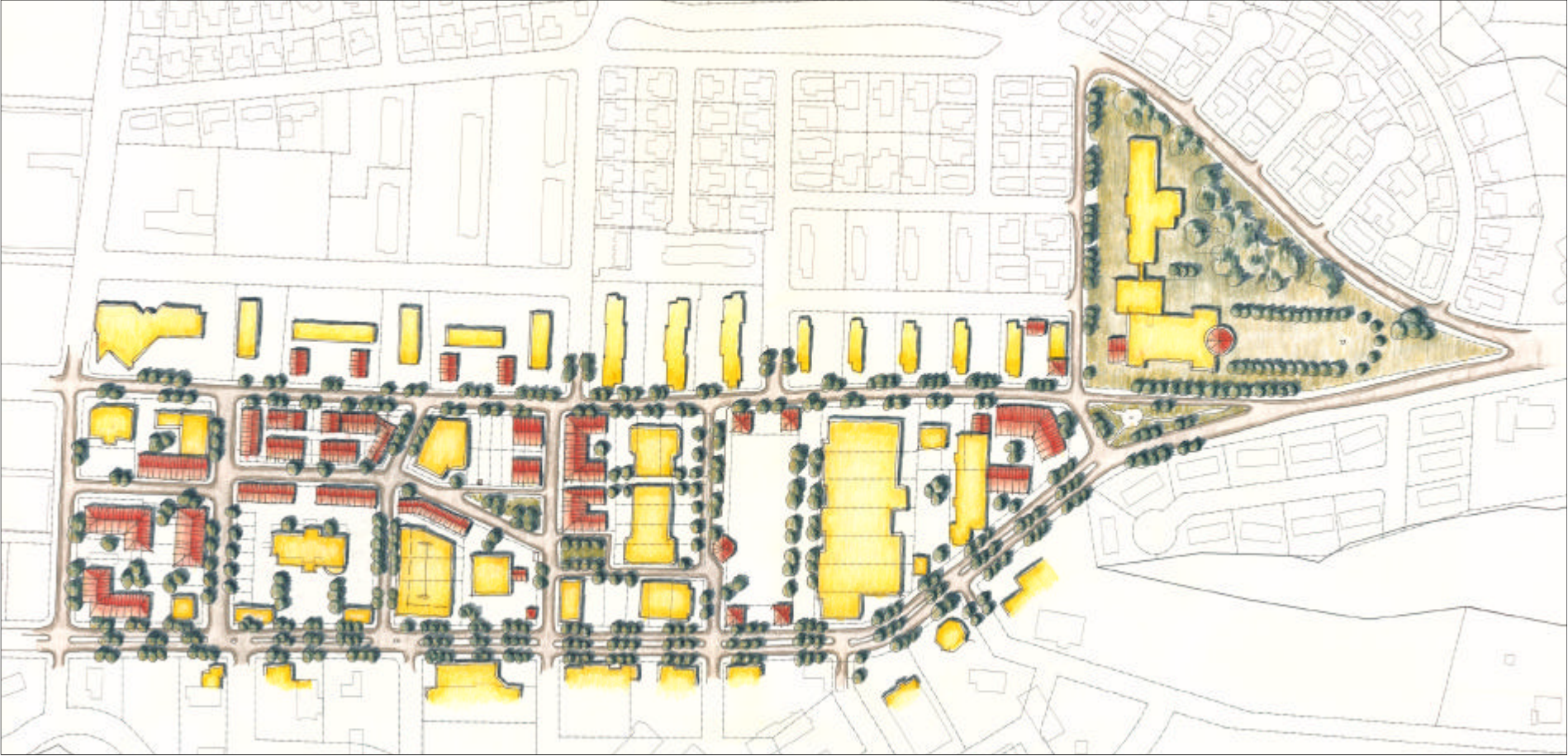


f.

- a. HISTORIC NORTH-SOUTH “MAIN STREET,” 1940’s
- b. EXISTING PARKING LOTS BETWEEN CENTRAL AVE AND TRINITY DR LOOKING SOUTH
- c. PROPOSED MAIN STREET BETWEEN CENTRAL AVE AND TRINITY DR LOOKING SOUTH
- d. EXISTING NORTH END OF MAIN STREET AND CENTRAL PARK SQUARE
- e. HISTORIC THEATER 2, 1940’s
- f. PROPOSED PERFORMING ARTS CENTER AT NORTH END OF MAIN STREET
- g. 10 YEAR BUILDOUT
- h. 20 YEAR BUILDOUT



a.



b.



C. ILLUSTRATIVE DEVELOPMENT OPTIONS

3. EAST END

THE EAST END OF DOWNTOWN IS THE OPTIMUM LOCATION FOR AN EVEN MIXTURE OF commercial and residential uses, created through infill development.

The focal point of this area is Science City, a new institution of learning and research which serves as a gateway into the town of Los Alamos. A new mid-block street pattern replaces the current system of linked parking lots. All of these new streets have wide sidewalks to create a new pedestrian network and create a more walkable journey from the Town Center at Main and Central to the Neighborhood Center at the Mari-Mac mall.

A fundamental element of the downtown plan is to wrap the edges of blocks with buildings, thus concealing parking areas and making it pleasant to stroll on ample sidewalks in well-defined streets. In the East End, blocks will be wrapped with new infill development, including attached housing units, loft-housing units and live/work units. The streets created out of the existing parking lots and drive aisles could remain private property with the construction of new standards keyed to new development, however, the importance of continuity of streets may require a master developer or the County to develop this as public infrastructure.

Two public squares are suggested in the central portion of the East End at 9th Street to provide a neighborhood atmosphere for the surrounding housing. In places where existing development occurs, such as the Mari-Mac strip mall, all existing parking lots will be defined by “blocks” and “streets” for present day access and future infill development. This will give a quality streetlife to the East End where none now exists.



c.

- a. 20 YEAR ILLUSTRATIVE PLAN
- b. 10 YEAR ILLUSTRATIVE PLAN
- c. EXISTING PLAN PHOTOGRAPH



a.



b.



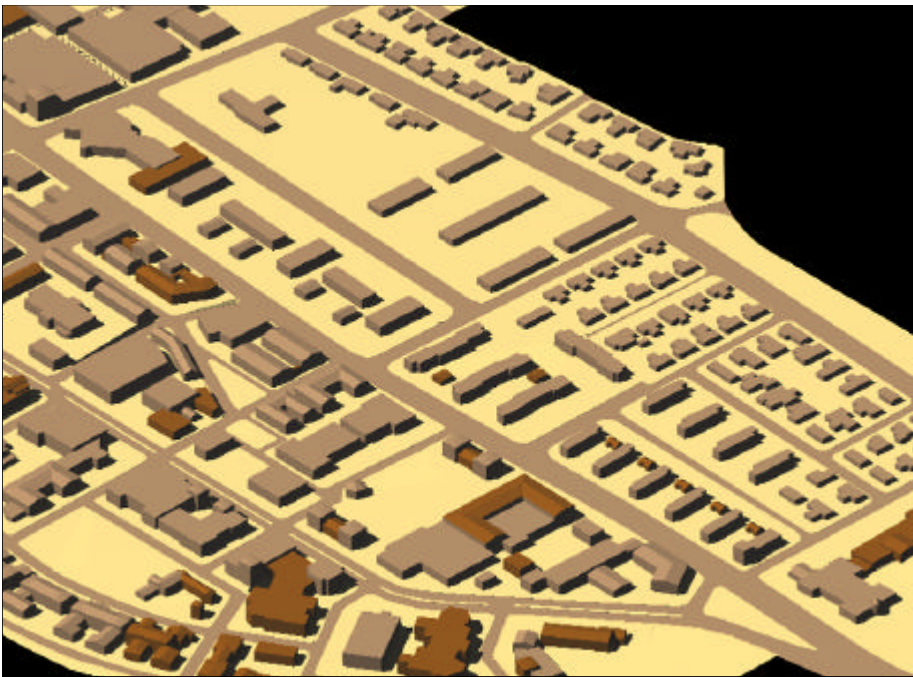
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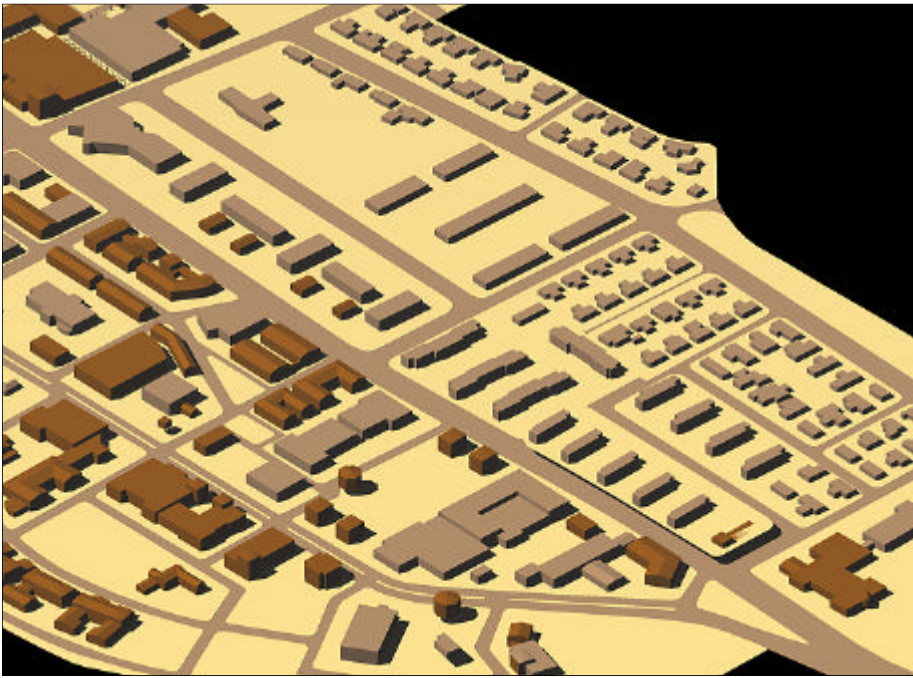
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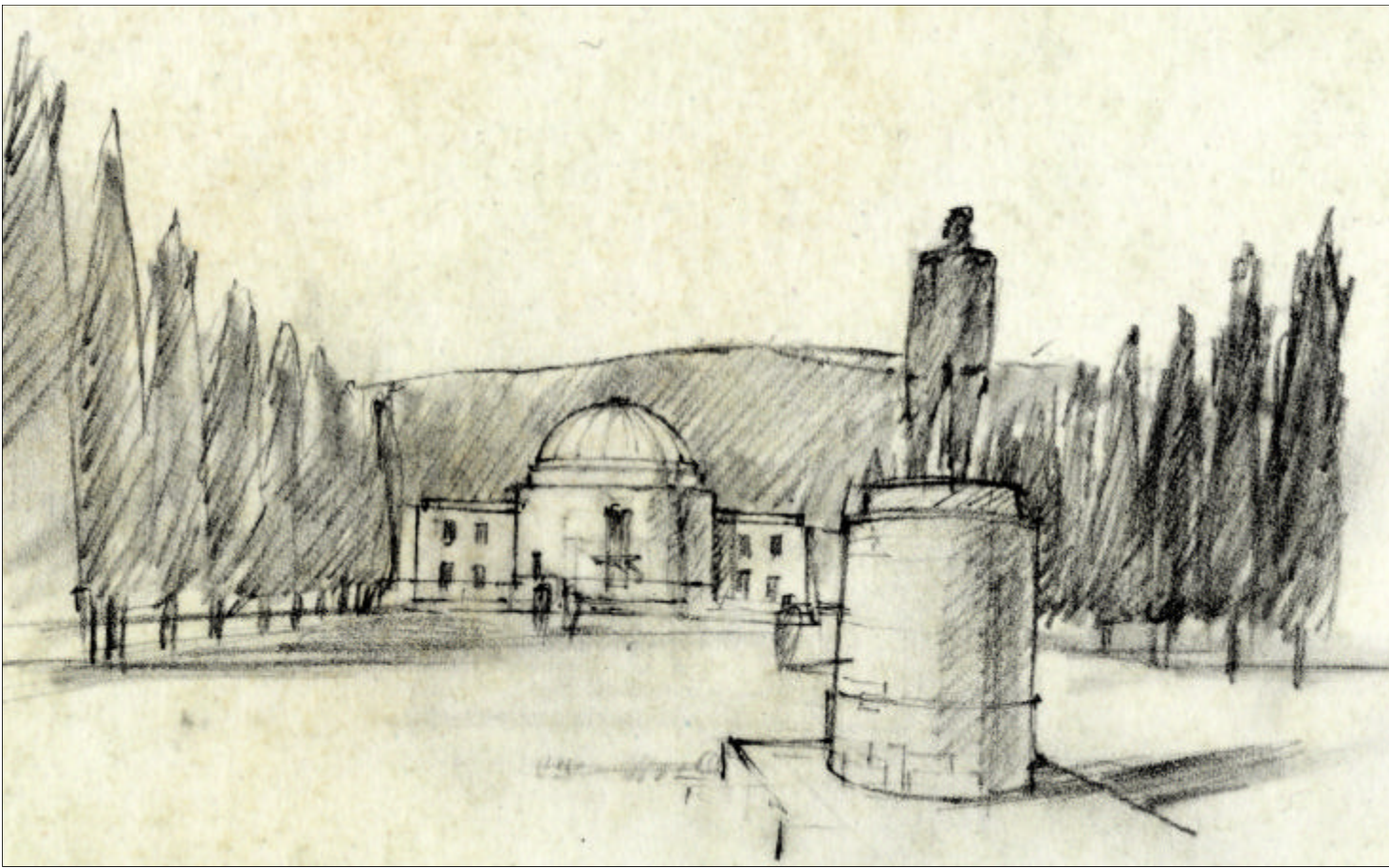


g.

THE EAST END, WITH INCREASED AMOUNTS OF HOUSING AND COMMERCIAL ACTIVITY, will support the commercial uses, both retail and office, of the entire Downtown. Much of the infill in this area will occur incrementally within the ten to twenty year time frame after many of the catalytic projects have been completed or are underway elsewhere.

These illustrative examples and images are meant to guide developers toward a scale and type of development, not necessarily the economic or architectural particulars of any one project.

There are no immediate catalytic projects that must occur in the East End, although the implementation of the new street grid and infill development should begin at the earliest time possible. A major new initiative in the East End is Science City. The theme of Science City is generated from Los Alamos' rich history as a scientific community of worldwide importance. Science City is a non-profit educational and research center that would host a range of activities from high-level seminars to adult education courses to youth science camps. This project will be in development within ten years, as many of the catalytic projects in adjacent areas near completion.



f.

- a.** LOS ALAMOS MESA LOOKING EAST, RANCH SCHOOL PERIOD
- b.** LOS ALAMOS MESA LOOKING EAST, PRESENT-DAY
- c.** PROPOSED TOWNHOUSES
- d.** EXISTING VIEW TO EAST ROAD FROM DP ROAD
- e.** HISTORIC GATEHOUSE
- f.** PROPOSED SCIENCE CITY INSTITUTE
- g.** 10 YEAR BUILDOUT
- h.** 20 YEAR BUILDOUT



a.



b.



C. ILLUSTRATIVE DEVELOPMENT OPTIONS

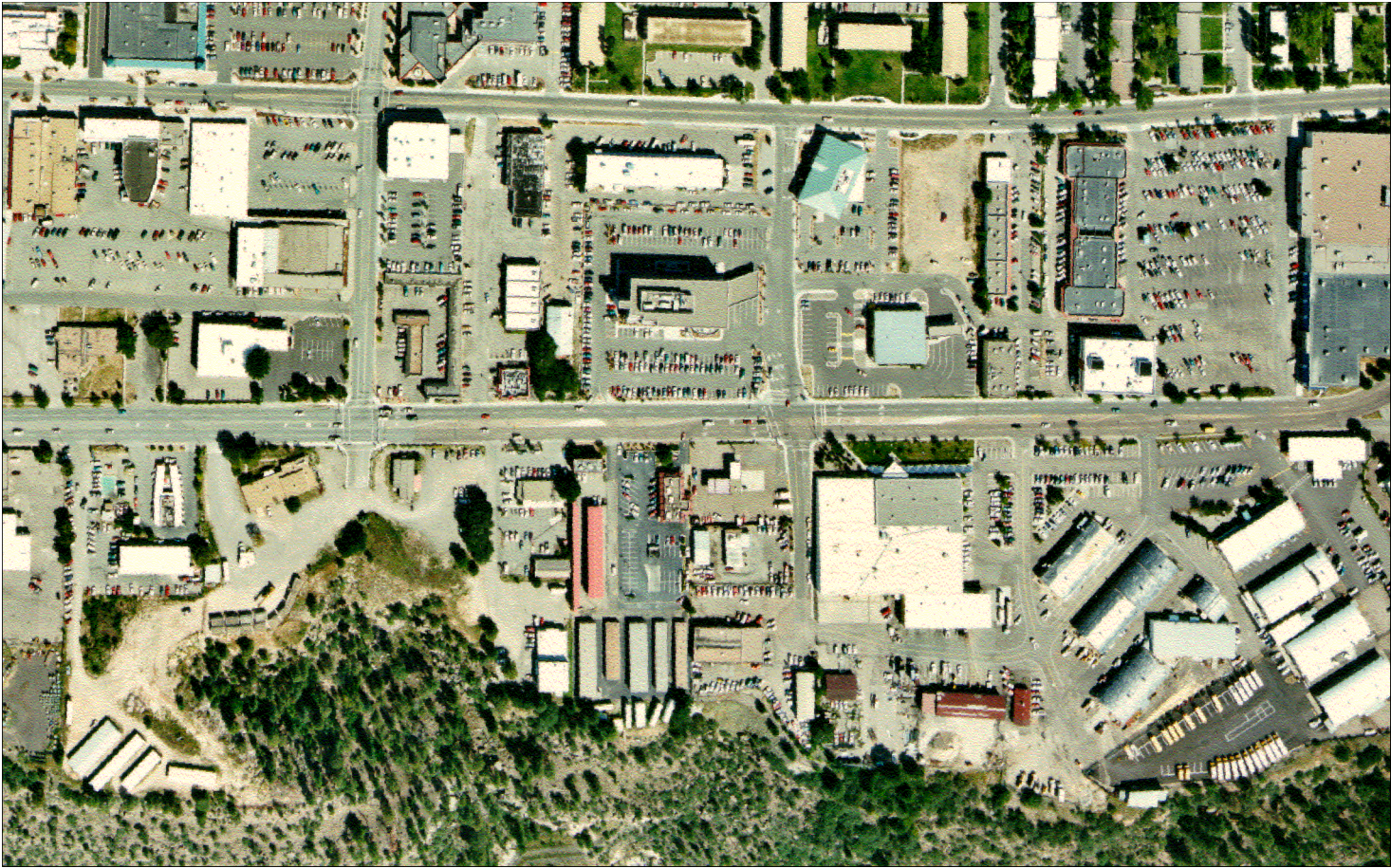
4. SOUTH RIM

THE SOUTH RIM OF THE LOS ALAMOS MESA PROVIDES STUNNING VIEWS AND ACCESS TO Downtown's natural resources, ideal for research offices, housing, civic buildings, and public parkspace. A key to unlocking the development potential of all Downtown, this land is currently occupied by storage facilities and automotive maintenance yards.

The creation of an office campus, to be used by LANL and other associated businesses, is a primary and enabling project for this area and the entire Downtown. Their presence within walking distance to Main Street is critical to the growth of retail and service business Downtown. Also, this project allows the move of County and School offices to the Civic Center, spurring development in that area.

To define the structure of the South Rim, a new street network is extended south from the East End. In addition, a new parkway road, named Mesa Drive, running along the canyon edge would provide for increased public access into Los Alamos Canyon. To take full advantage of the views offered by this location, courtyard housing is placed along the entire north side of Mesa Drive. Due to the topography of the area, many of these units will be self-parked with tuck under parking. The South Rim, with its prime location along Trinity Drive, also provides the opportunity for additional office campus development .

There are two neighborhood parks located in the South Rim, both of which have adjacent land available for future civic uses. Some possibilities for civic functions in this district include churches, new Knights of Columbus, Elks or Veterans Association buildings, and possibly a Forest Service Visitors Center. The new Canyon Park is the final element to the South Rim development. The park runs the entire length of Downtown along Mesa Drive and includes numerous pedestrian and bicycle sidewalks and trails. This Canyon Park links the compactness of the downtown to the expansive and magnificent natural setting of Los Alamos.



- a. 20 YEAR ILLUSTRATIVE PLAN
- b. 10 YEAR ILLUSTRATIVE PLAN
- c. EXISTING PLAN PHOTOGRAPH



a.



b.



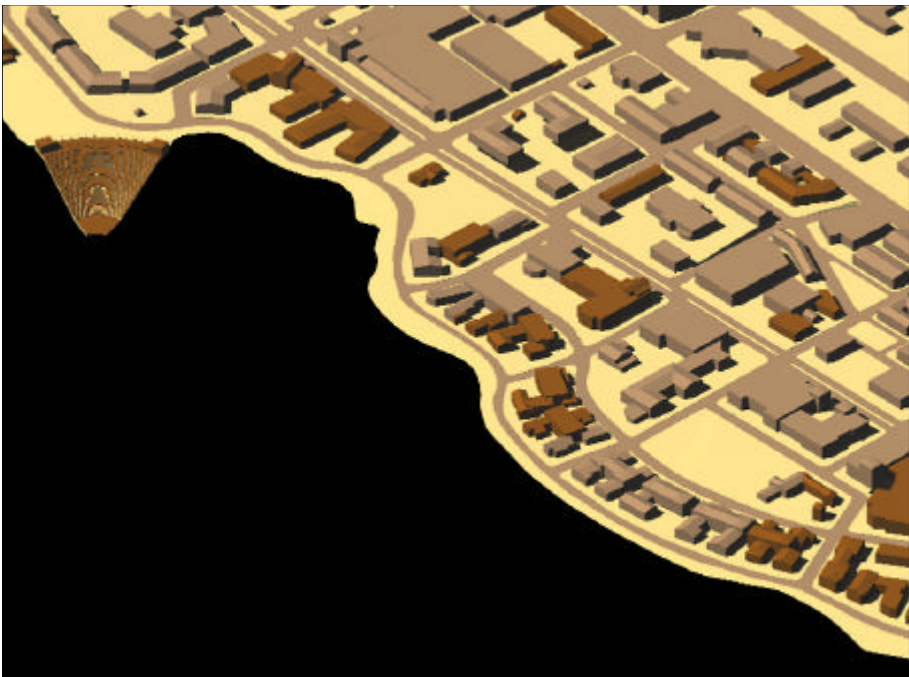
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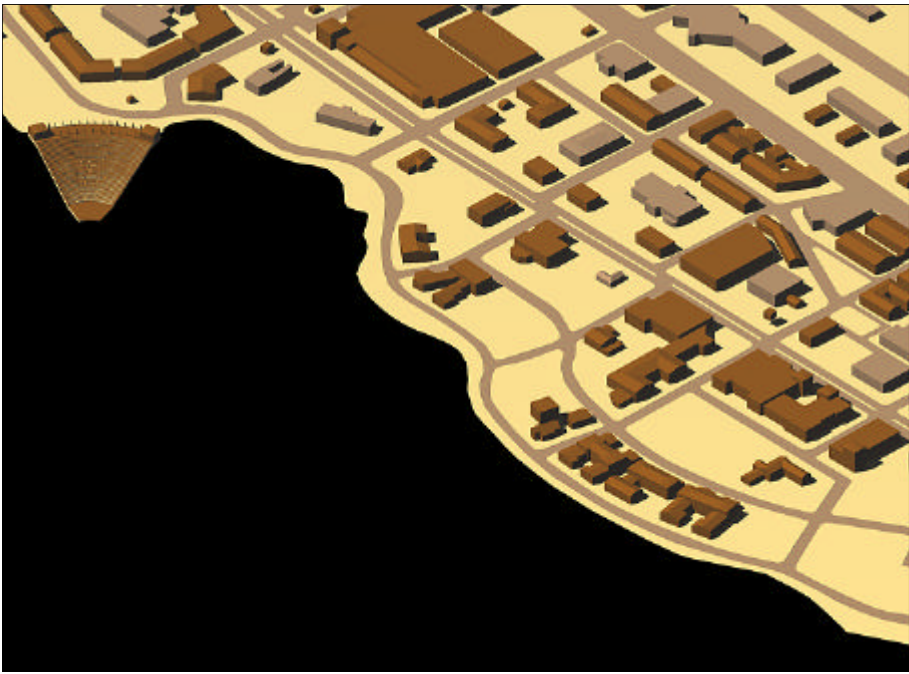
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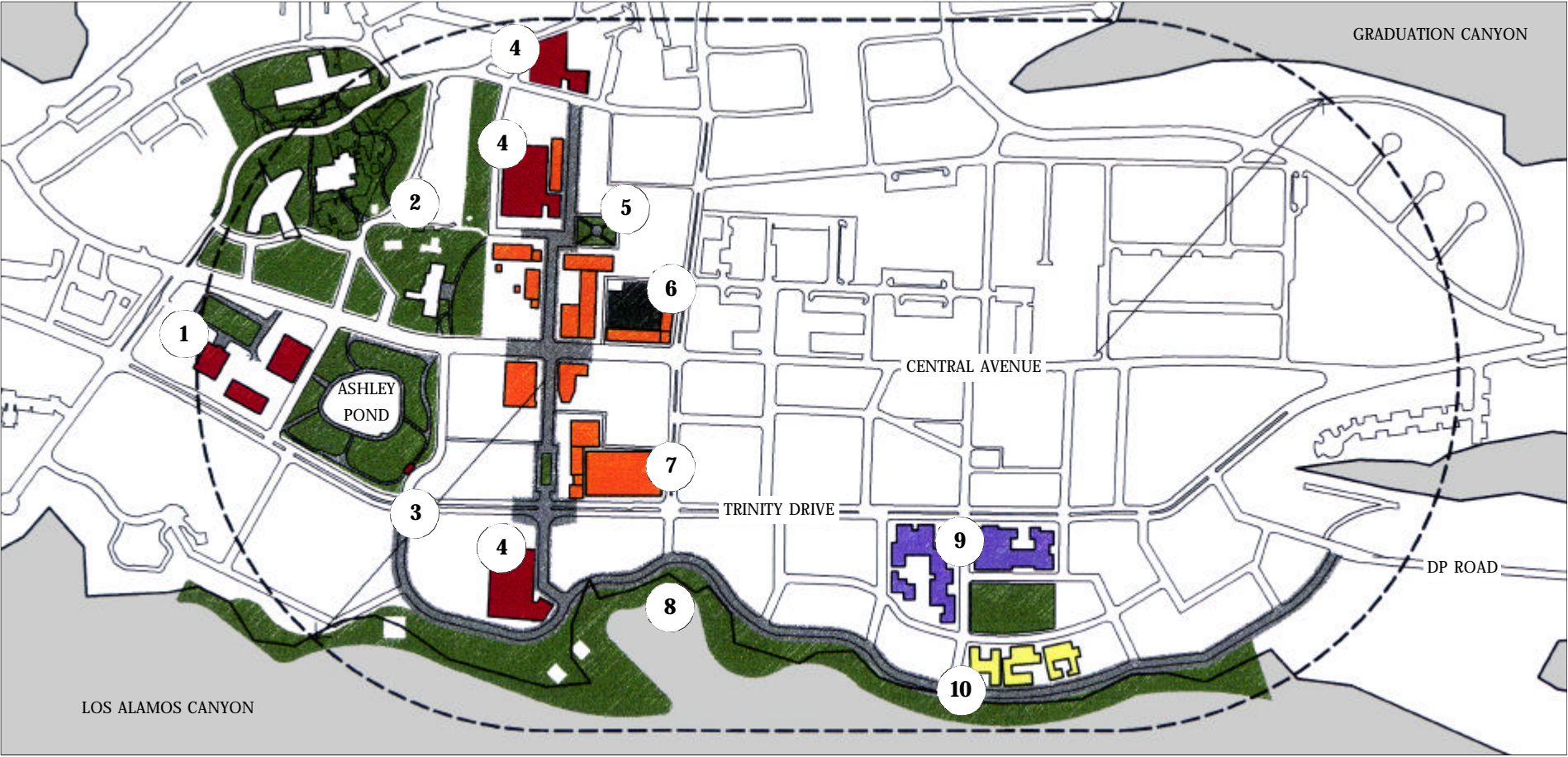
f.

- a.** HISTORIC CANYON VIEW
- b.** EXISTING SOUTH RIM
- c.** PROPOSED HOUSING AND MESA DRIVE
- d.** EXISTING STORAGE SHEDS ON THE SOUTH RIM
- e.** HISTORIC AMPHITHEATER
- f.** PROPOSED AMPHITHEATER AT THE SOUTH END OF MAIN STREET
- g.** 10 YEAR BUILDOUT
- h.** 20 YEAR BUILDOUT

THE MOST CRITICAL PROJECT IN THE ENTIRE MASTER PLAN IS THE DEVELOPMENT OF THE office campus and the courtyard housing on the South Rim. For reasons symbolic and practical this project is the key to the future of Los Alamos. It involves cooperation, if not partnership between the County and the National Labs and upon completion would deliver into the center of town the necessary number of pedestrian customers to jump start the commercial, residential and cultural rebirth of Downtown.

The South Rim development exemplifies the importance of nature and its connection to downtown Los Alamos. Again, the illustrative plans shown on these pages are meant to guide, not to determine, the particular form of development here.

There are further important catalytic projects that are essential to spur additional development in the South Rim. The first of these is the construction of Mesa Drive. This is a public project and will allow the canyon edge to be accessed for both development and public enjoyment. Along with the construction of the new road, the linear Canyon Park would also be developed. It is essential to open up the canyon edge to the public and to better utilize the land bordering this site. A final public project is the development of the two neighborhood parks and possibly the construction of related civic buildings.



- CATALYTIC PROJECTS**
- 1. County and School Board Offices
 - 2. Historic/Cultural Center Greenspace Expansion
 - 3. Ashley Pond Park Expansion
 - 4. Performing Arts Center (alternate locations)
 - 5. Redeveloped Los Alamos Square
 - 6. Park Once Garage
 - 7. Medium Box Retail Store with Park Once Garage
 - 8. Canyon Rim Park
 - 9. South Rim Office Campus
 - 10. South Rim Courtyard Housing

D . I M P L E M E N T A T I O N

THERE ARE FIVE PRIMARY SEQUENTIAL PROCESSES INVOLVED IN IMPLEMENTING THIS Master Plan. They are, in order of importance:

1 : SECURE EMPLOYMENT BASE AND CONSOLIDATE CIVIC USES

Present the Trinity Site Office Campus to LANL and establish a commitment for employment in the Downtown. Move Federal, State, County and school offices to the Ashley Pond Civic area. This will bring more people within walking distance to the Downtown and Main Street, and establishes the “critical mass” of people required to justify implementation of the actions recommended in this Master Plan.

2 : MASTER PLAN ADOPTION AND ORGANIZATION OF NON-PROFIT DEVELOPMENT ORGANIZATION

The County Council must adopt the Master Plan as the controlling document for Downtown development. At the same time, the private sector must select or establish a non-profit development organization to ensure the success of the overall strategy. These two actions will allow for the marketing of the Downtown as a vital center for Los Alamos.

3 : FUND AND BUILD INFRASTRUCTURE - PARK ONCE, PUBLIC RIGHT-OF-WAYS, TRANSPORTATION, PARKS

Create a funded plan for establishing a Park Once district and upgrading of right-of-ways. Encourage connection and development of private right-of-ways and the establishment of a continuous Main Street from Nectar Street to the new Mesa Drive. Develop Mesa Drive and the public park and Amphitheater at the South Rim edge. These investments will provide both a guide and security for private development to follow as well as a commitment to the public for improving quality of life.

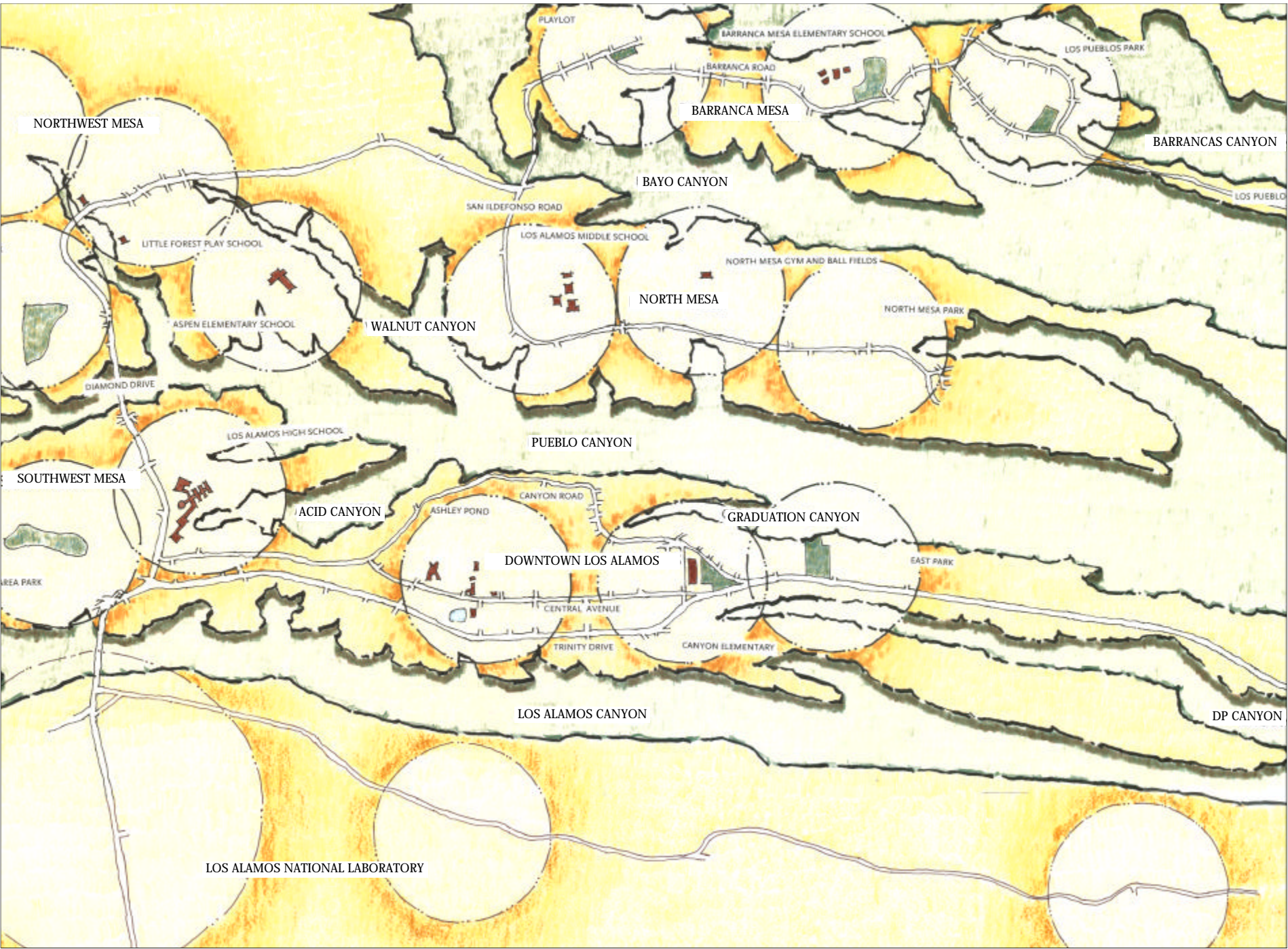
4 : ATTRACT REGIONAL SERVING RETAIL AND ENTERTAINMENT RETAIL

Market the idea of Main Street to national and regional retailers. Use Park Once structure as positive element for stricter requirements in placement, size, and architectural expression of any medium-box retailer. Market Main Street as the place for entertainment - movies, restaurants, bookstores. Keep a retail Post Office within the Main Street area. The intensity of activity within the Town Center will attract robust retailers and make a clear “place” for citizens.

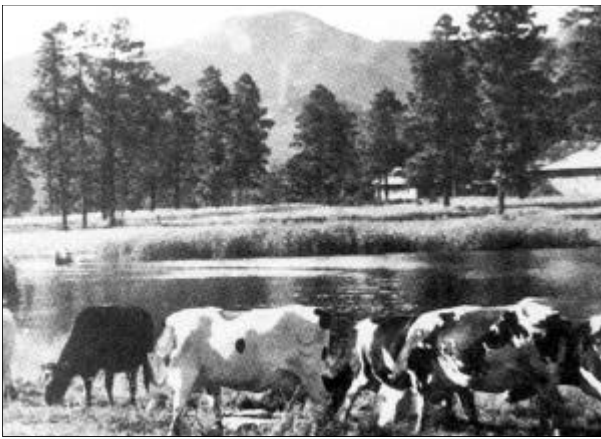
5 : DEVELOP HOUSING

Throughout this process, provide housing of all types. Live/work, apartments above retail, courtyard housing, townhouses, and accessory units must be encouraged at all affordability levels. This housing will not only fill a clear need in the community, but will give a 24 hour character to the Downtown, further establishing this district as *the* place to be.

There are many other actions required to complete this Master Plan; possible catalytic projects are described in the Illustrative Development Potential section. As this Plan is brought to fruition, there will be many adjustments and undiscovered opportunities always with the greater goal in mind of creating a special center at the heart of Los Alamos, where citizens can come together as a community.



a.



b.



c.



d.



e.

- a. LOS ALAMOS NEIGHBORHOODS AND DISTRICTS
- b. ASHLEY POND, EARLY 1920's
- c. FULLER LODGE, 1928
- d. MANHATTAN PROJECT BUILDINGS P AND T ON TRINITY DRIVE, MID 1940's
- e. LOS ALAMOS POST OFFICE, LATE 1940's

E. APPENDIX

1. HISTORY

LOS ALAMOS' HISTORY AS A HUMAN SETTLEMENT BEGINS WITH THE SETTLEMENT OF THE Pajarito Plateau by Pueblo Indian tribes. The native people of New Mexico developed a definite presence on the land with buildings, artifacts and art reflecting a distinctive and industrious way of life. Despite the decline and disappearance of significant portions of their culture, their emphasis on a way of life based on a balance with nature and stewardship of the landscape remains inspiring and humbling at the same time.

Subsequent Spanish, Mexican and American ranchers on the Plateau generally adopted the seasonal patterns of presence that the Indians had practiced for centuries before them.

In 1917 a Detroit native named Ashley Pond established the Los Alamos Ranch School, creating the first permanent encampment on the Los Alamos Mesa. Offering an outdoor-orientated education for well-to-do boys, with graduation ceremonies on horse-back, the Ranch School community numbered fewer than 200 people. Its few buildings included a collection of houses that would eventually become known as "Bathtub Row." The centerpiece of the school's informal campus was Fuller Lodge, completed in 1928 to the designs of Santa Fe architect John Gaw Meem. The Ranch School located itself around a small puddle that the boys, unable to resist the joke, would name Ashley Pond. Today both the pond and the Ranch School's buildings are still the historic and cultural focus of Los Alamos.

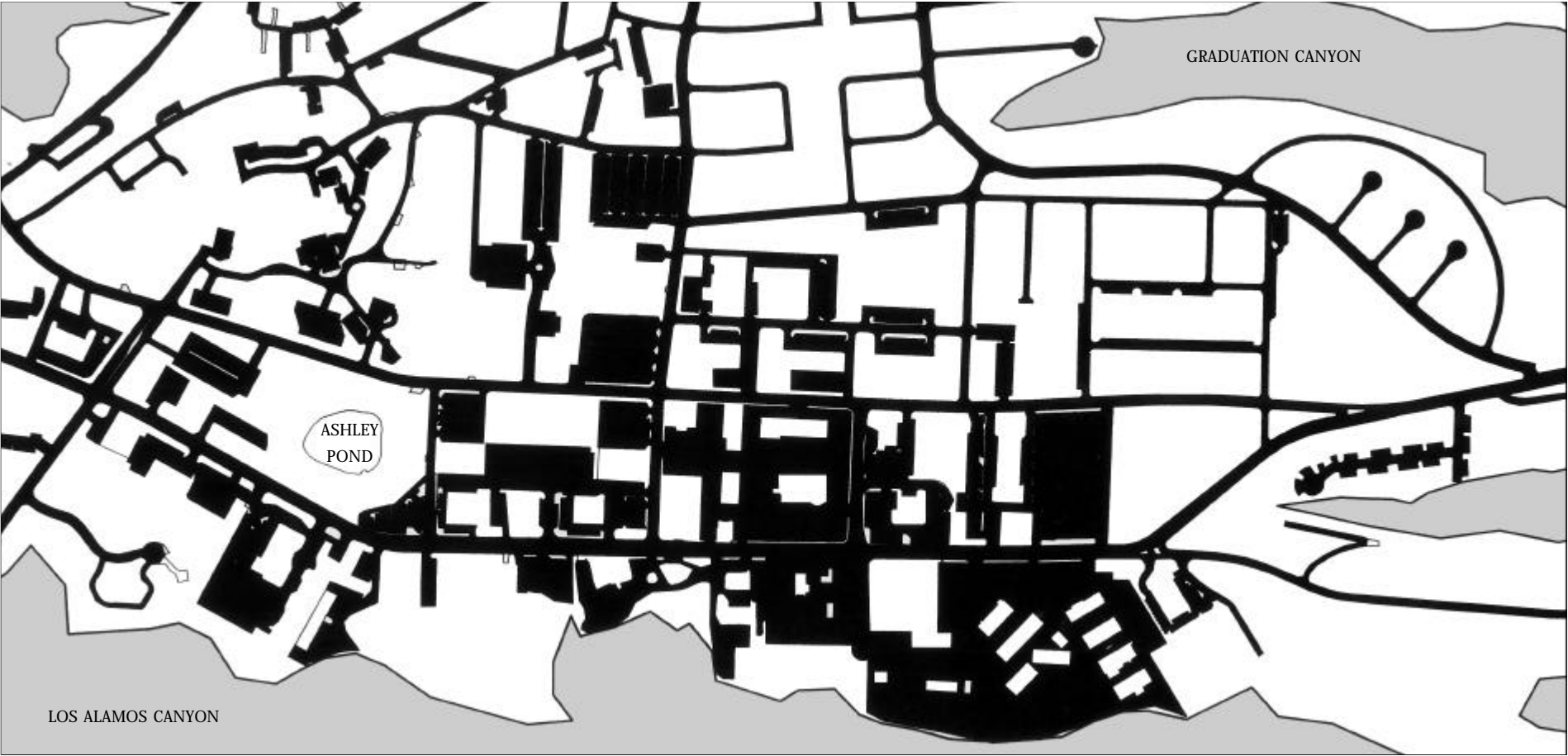
During World War Two the US Government commandeered the school site and its buildings for the Manhattan Project's secret laboratories. Already isolated by geography, Los Alamos was hidden behind fences, gatehouses, and military police. The rapid pace of the Bomb project necessitated expedient construction of an instant city of Army barracks and Quonset huts. Scientists and their families arriving in Los Alamos found "a ramshackle town of temporary buildings scattered helter-skelter over the landscape, an Army post that looked more like a frontier mining camp." After Hiroshima and Nagasaki, the secret town of Los Alamos became instantly famous, but its status remained undecided as the government deliberated the purpose of the National Laboratory.

Ultimately, the Cold War ensured that the Laboratory would continue to have a function and in the late 1949 Los Alamos gained legal status as city, although the gates would not be removed until 1957. The temporary structures of the Manhattan Project were slowly removed and replaced with new buildings reflective of the latest ideas then current in architectural design and urban planning. Just as post-war prosperity and federal programs encouraged suburban expansion elsewhere in America, suburban planning was the order of the day as Downtown Los Alamos was constructed. In fact, built in 1948 as Los Alamos Center, Central Park Square was one of the prototypes for regional suburban malls in the United States. However, suburban planning has since proven a poor substitute for town life. Its single-use zoning prevents the mix of activities necessary for a vital town center; its requirement for all buildings to provide ample parking discourages walking and encourages automobile use; and its financial development produces second-rate architecture designed to last little longer than the 10 or 20-year length of the developer's loan period.

Despite being a permanent city for nearly 50 years, much of Los Alamos' physical and urban form continues to be temporary in nature. However, Los Alamos can no longer sprawl across the mesas and into the forests. It is reaching the limits of the Santa Fe National Forest and the National Laboratory. Building within the forest diminishes the Los Alamos' scenic environment and presents an ecological risk to the communities there, as the recent Cerro Grande fire has demonstrated. Its isolated geography and lack of conveniently located housing and businesses produces traffic congestion characteristic of much larger cities. However, the linear arrangement of Los Alamos' mesas and neighborhoods suggests that they might some day be connected with transit. As the opposite diagram illustrates, the city's geography is a series of "finger-like" mesas, each approximately a half-mile across. Each mesa also contains a series of small compact neighborhoods, centered within a five-minute walking radius of a public location, such as school or park. Energizing Downtown Los Alamos will create a focus for these neighborhoods, removing the pressures of sprawl on the forests and providing the critical mass of activity necessary re-establish a vital town center and pedestrian Main Street.



a.



b.



c.

E. APPENDIX

2. EVALUATION OF EXISTING CONDITIONS

a. DOWNTOWN LOS ALAMOS

THE LEGACY OF SUBURBAN PLANNING AND ZONING IN DOWNTOWN LOS ALAMOS OVER fifty years is a dispersed and low density town center. The physical characteristics of the town center are illustrated in the three diagnostic diagrams opposite, which distill Los Alamos into three primary urban characteristics.

The first diagram describes the existing street grid. As befits Los Alamos’ topography, the major through-roads - Trinity Drive, Central Avenue, and Canyon Road - run east to west. A loose network of streets provide north to south connections, however only 15th Street spans the entire distance of the mesa. The result of this street pattern is “superblocks,” which measure 500’ to 800’ per side, an urban pattern that generates disconnected buildings, uncontrolled parking, fast streets and random, chaotic public space

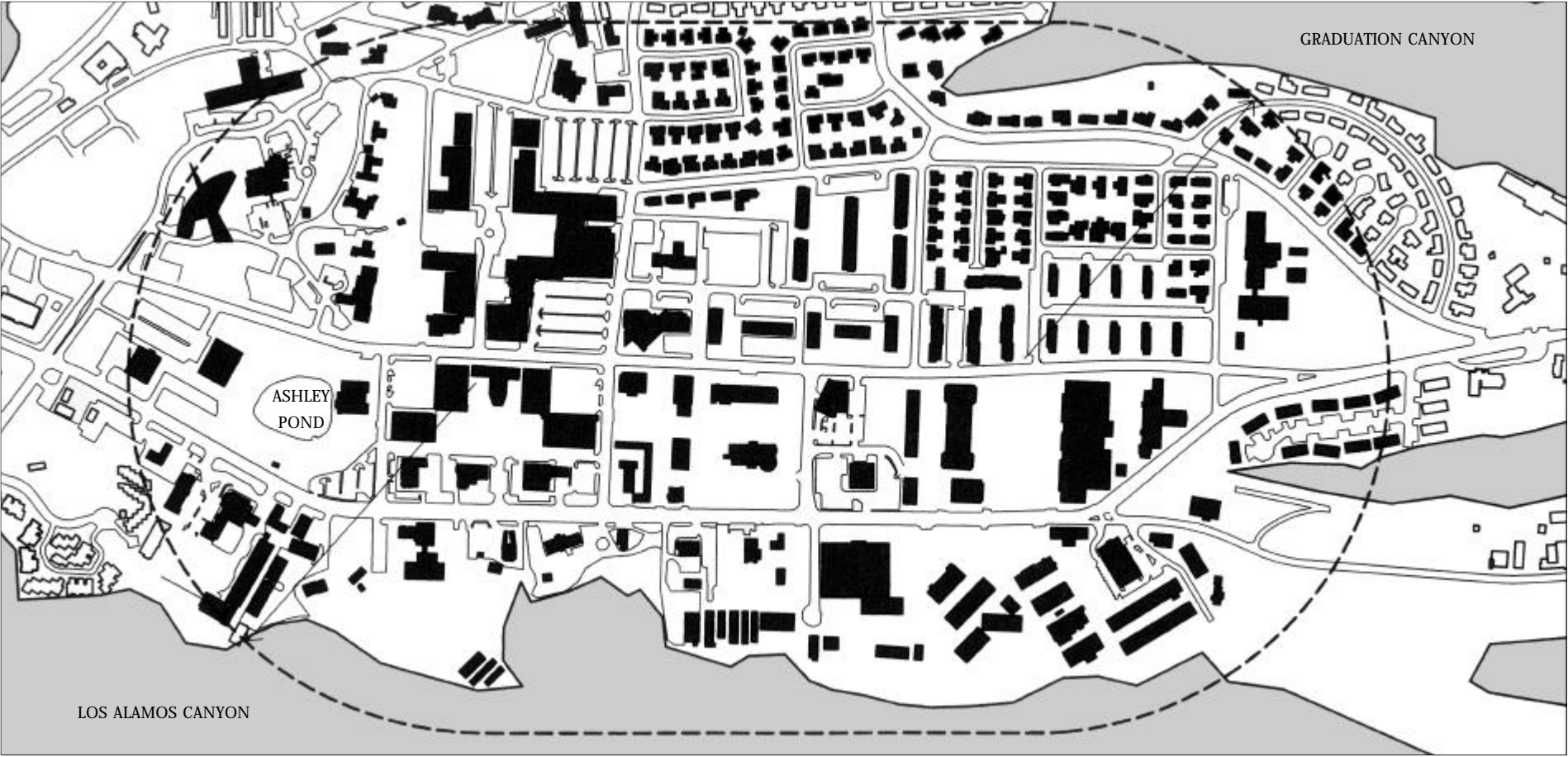
The lack of north-south cross streets is compensated by an abundance of parking lots, which serve as shortcuts and defacto streets between Central and Trinity. Both streets have far more unregulated curb cuts and driveways than controlled intersections, which impedes traffic flow and increases the risk of accidents, both to vehicles and especially to pedestrians. Additionally, the parking lots can accommodate over 4000 cars, and combined with the streets constitute 70% of the developable land area in Downtown. The second diagram clearly shows that downtown Los Alamos is designed for automobiles, ensuring a pedestrian unfriendly town center.

Ultimately, the area of asphalt in Downtown Los Alamos is 30% more than the square footage of all buildings. A comparison between the area of asphalt and buildings can be made with the final diagram, which shows the pattern of existing buildings. The most intense concentration is in the area of Central Avenue and Main Street, near the Post Office, while the sparseness of building from 15th Street to the intersection of Trinity Drive and Central Avenue indicate opportunities for infill. The resulting dispersion of uses and lack of defined street space is evident.

The elements analyzed individually by these diagrams combine to produce a typical suburban sprawl pattern of disconnected and random buildings centered in large parking lots, obvious from the experience of being in Downtown Los Alamos and painfully visible in the aerial photograph below.



- a. DOWNTOWN LOS ALAMOS STREET GRID
- b. DOWNTOWN LOS ALAMOS STREET GRID AND PARKING LOTS
- c. DOWNTOWN LOS ALAMOS FIGURE-GROUND DIAGRAM
- d. DOWNTOWN LOS ALAMOS AERIAL PHOTOGRAPH LOOKING NORTHWEST



a.



c.



d.

E. APPENDIX

2. EVALUATION OF EXISTING CONDITIONS

b. LOS ALAMOS/SANTA FE COMPARISON

THE SPRAWLING NATURE OF LOS ALAMOS’ TOWN CENTER IS CLEARLY DEMONSTRATED IN comparison with its neighbor down the hill, Santa Fe.

Using a 1/4 mile radius circle as a unit of urban measurement for walkable neighborhoods (a five minute walk), the diagnostic diagrams opposite reveal that Downtown Los Alamos has two centers, one located at the Central Avenue and Main Street intersection, and the other located at the Mari-Mac Mall. In contrast, Downtown Santa Fe can be contained within a single circle centered on its Plaza; it covers half the area with a higher volume of buildings. However, because Downtown Santa Fe has four times Los Alamos’ population in residents and tourists, the town center of Los Alamos is in effect eight times larger than Santa Fe. Santa Fe’s greater density is achieved by narrow streets with pedestrian friendly sidewalks lined by storefronts, and multi-story, multi-use buildings which create the urban and economic vitality appropriate for a town center. Several Park Once structures relieve the need for surface parking.

Although this comparison does not suggest Los Alamos should imitate Santa Fe’s cultural, urban or architectural character, it does suggest a similar type of urban pattern necessary to support a pedestrian-oriented Main Street. Streets and sidewalks do not need to be as narrow as in Santa Fe, but a continuous network of walkable streets should be provided that interconnect meaningful and multiple destinations. Continuous building frontage, without large gaps for parking, ensures that the pedestrian experience will be safe, convenient, and rewarding. Urban building types accommodating a vertical and/or adjacent mix of uses generate the compactness necessary for a wide range of uses to be included within a walking distance from each other. Parking should be shared among uses and reduced for that reason.



b.

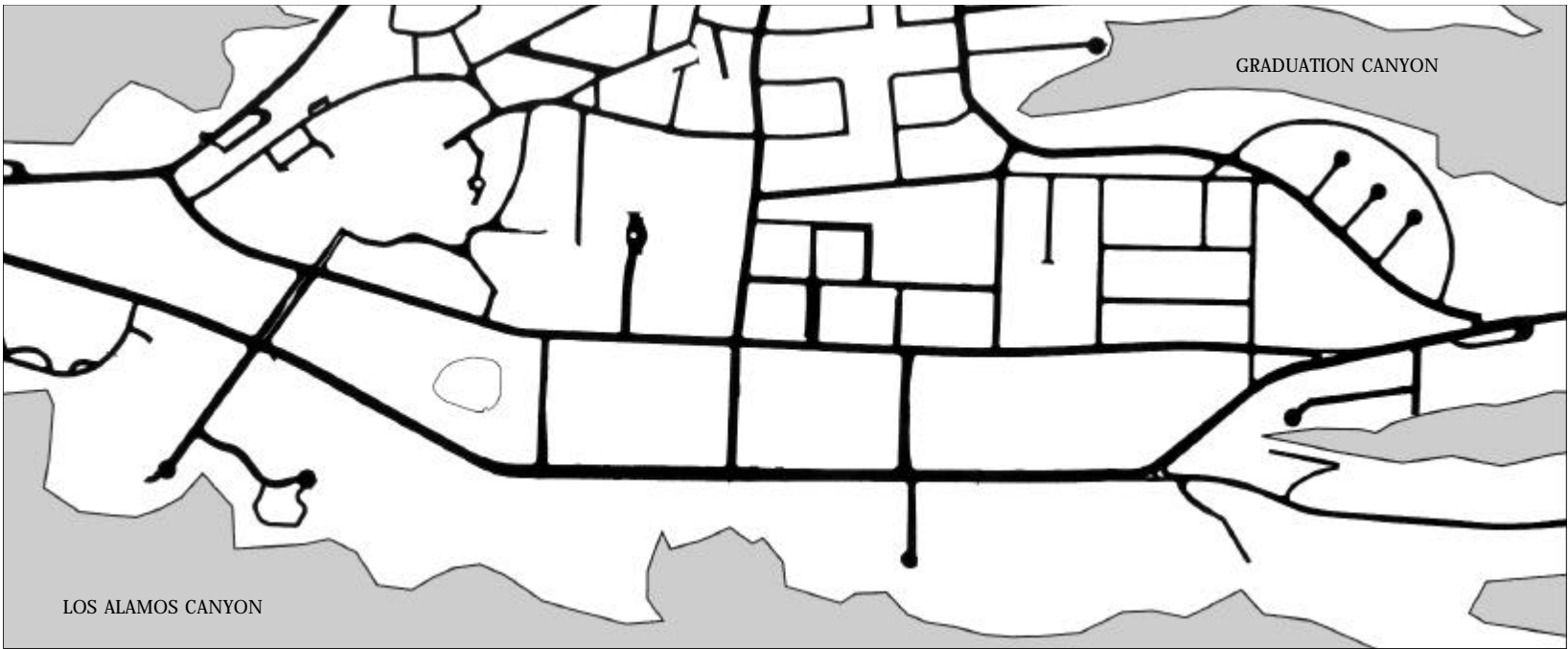


e.



f.

- a. DOWNTOWN LOS ALAMOS
- b. DOWNTOWN SANTA FE
- c. TYPICAL DOWNTOWN LOS ALAMOS PARKING LOT
- d. TYPICAL DOWNTOWN LOS ALAMOS STREET
- e. TYPICAL DOWNTOWN SANTA FE STREET
- f. TYPICAL DOWNTOWN SANTA FE STREET



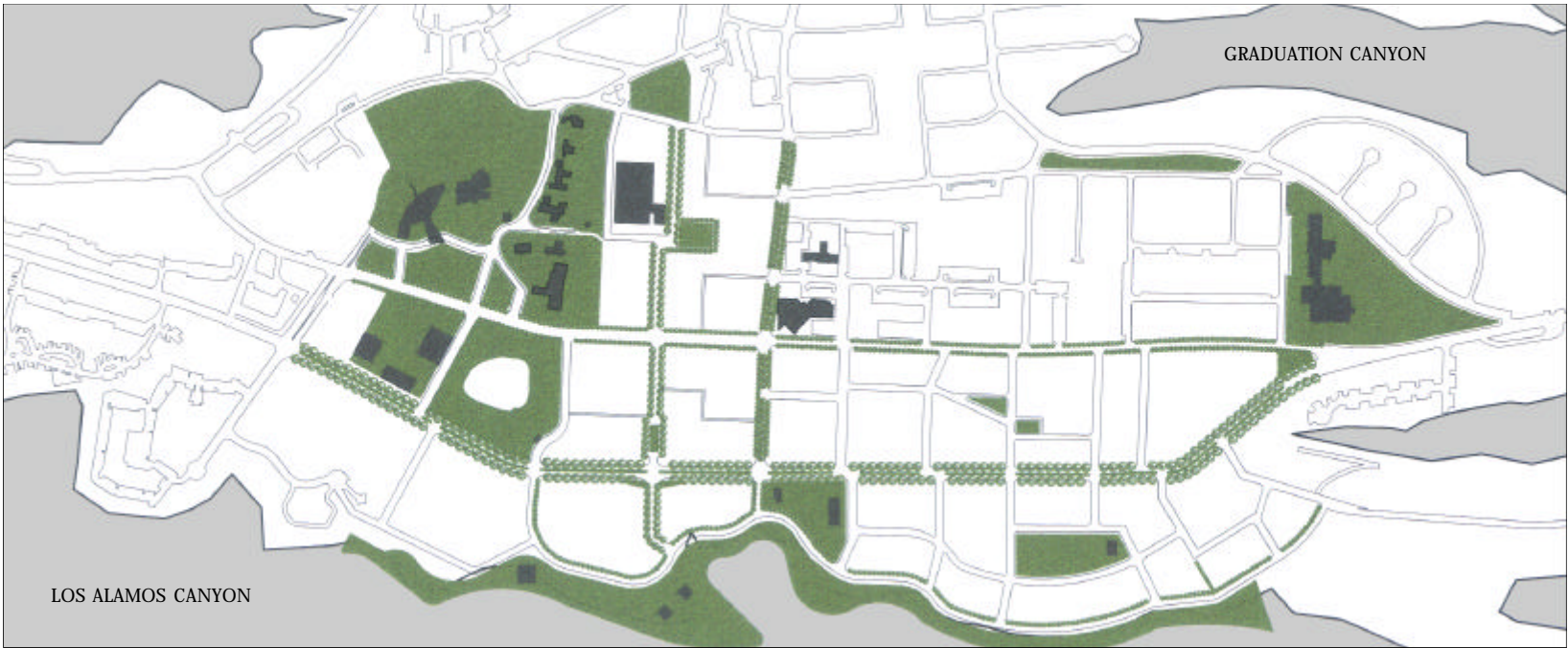
a.



b.



c.



d.

E . APPENDIX
3 . COMPARATIVE ANALYSIS
a . STREET GRID & PARK SPACE

IN CONTRAST TO THE EXISTING “SUPERBLOCK” PATTERN OF LOS ALAMOS’ ROAD NETWORK, the master plan proposes a street grid with an average block size of 250’ x 250’, as illustrated opposite by the first two diagrams. The creation of this street grid has two significant effects. First, traffic flow and safety is improved. The current feeder and thorough-fare road network concentrates traffic onto a few streets, notably Central Avenue and Trinity Drive. The proposed street grid increases the number of options drivers have to reach varying points in downtown, and therefore reduces congestion by distributing traffic more evenly. This grid also reduces the number of curb cuts and uncontrolled cross-traffic on the major east-west roads. Currently, there are only six street intersections and three traffic lights on Trinity Drive between Oppenheimer Road and East Road, but over 40 curb cuts. The proposed street grid halves this number, since most properties facing Trinity Drive will be accessed from the new north-south streets.

The majority of cross-traffic will occur at street intersections, which will be controlled with coordinated lights. This will reduce the risk of accidents and regulate the traffic into an even flow, rather than the current sporadic pattern caused by random intersections and driveways. Improving traffic flow will also help increase pedestrian safety by creating crosswalks at street intersections. Additionally, as outlined by the street sections and lined with buildings as described in the development code, sidewalks will be designed for pedestrians. The new street grid will create a dedicated pedestrian realm currently missing from the expansive parking lots and large blocks of Downtown Los Alamos, enhancing the walking experience.

The second pair of diagrams compares the existing and proposed greenspace network. Pedestrian-orientated, tree-lined streets provide the connective links between existing and new parks. The new street grid will thus leverage the expansion of existing parks and the creation of new ones. The realignment of 20th Street will increase the size of the park at Ashley Pond and the Historic / Cultural Park surrounding Fuller Lodge and the Library will be rehabilitated by reconfiguring the roads and parking lots within it. New squares will be created in the East End area, and most significantly, the drive along Los Alamos Canyon creates a public recreational parkway.

- a. EXISTING STREET GRID

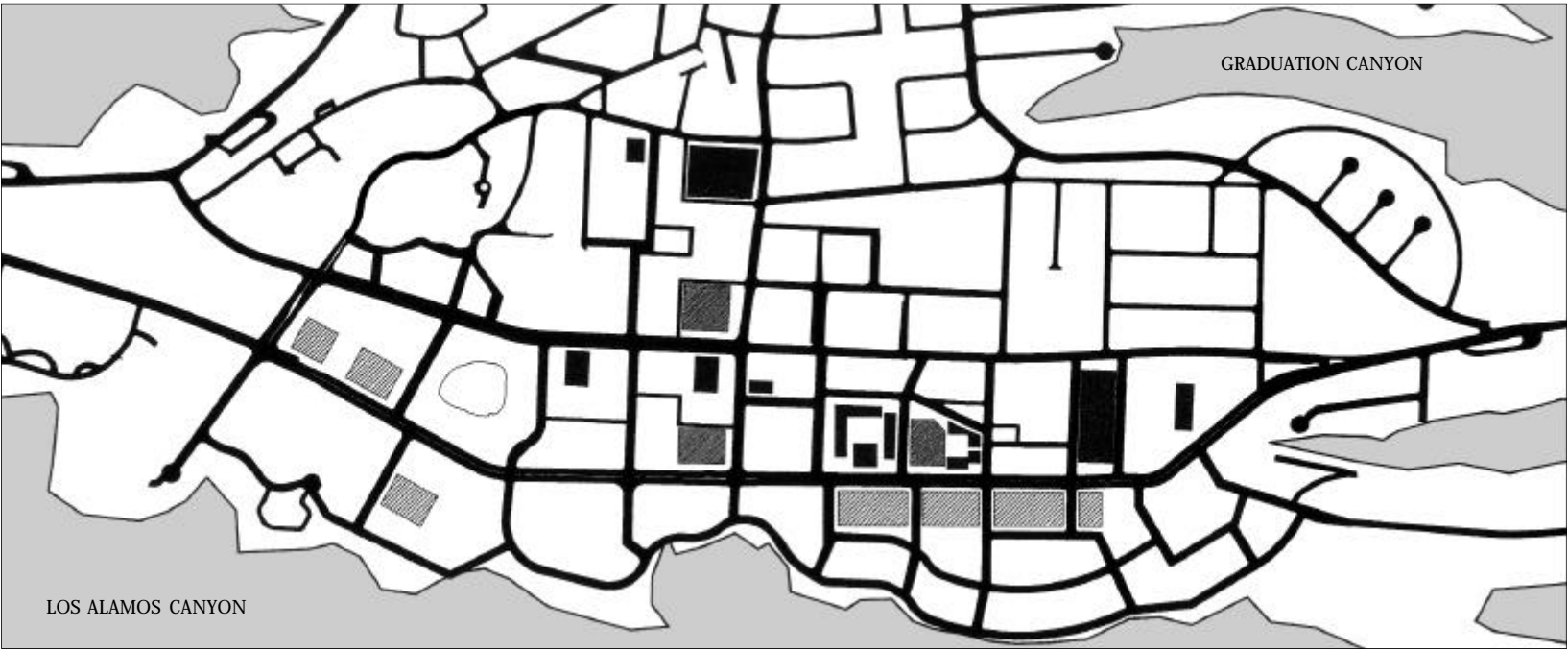
b. PROPOSED STREET GRID

c. EXISTING PARKS AND CIVIC BUILDINGS

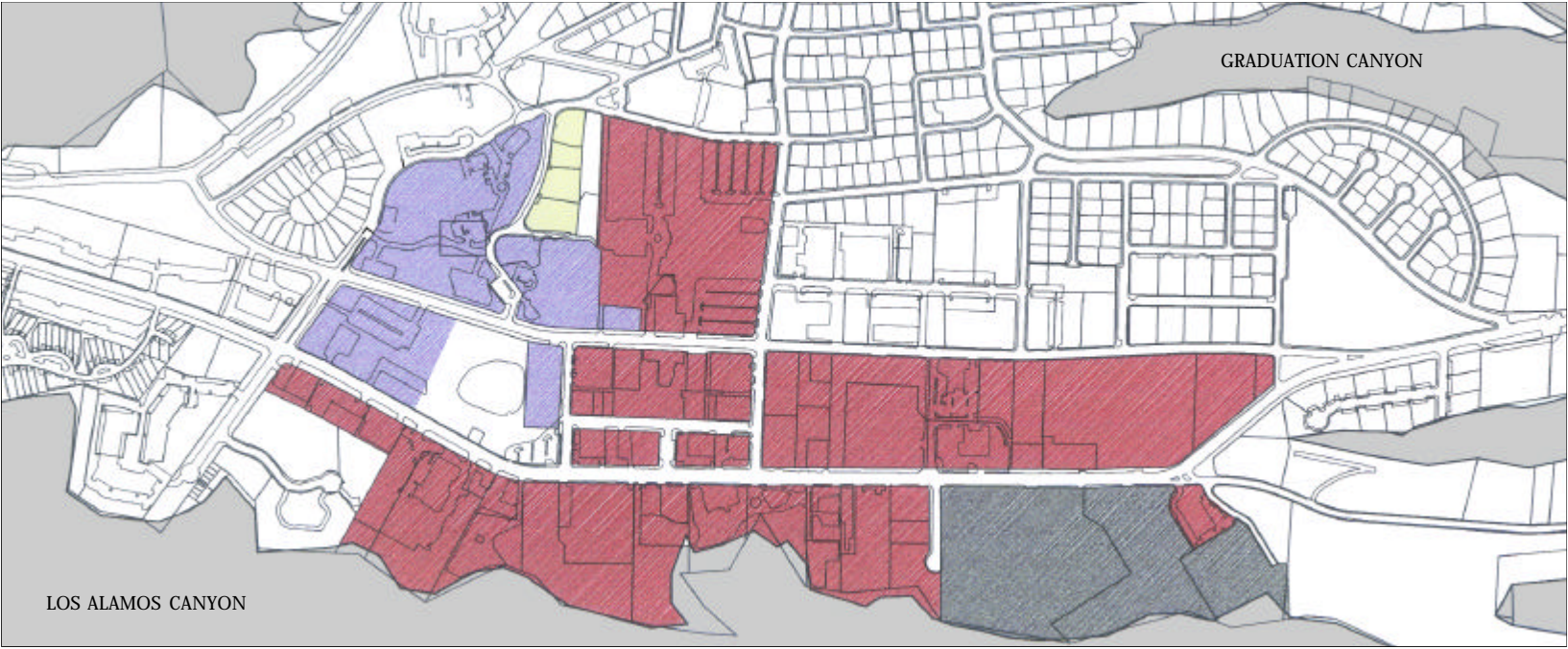
d. PROPOSED PARKS AND CIVIC BUILDINGS



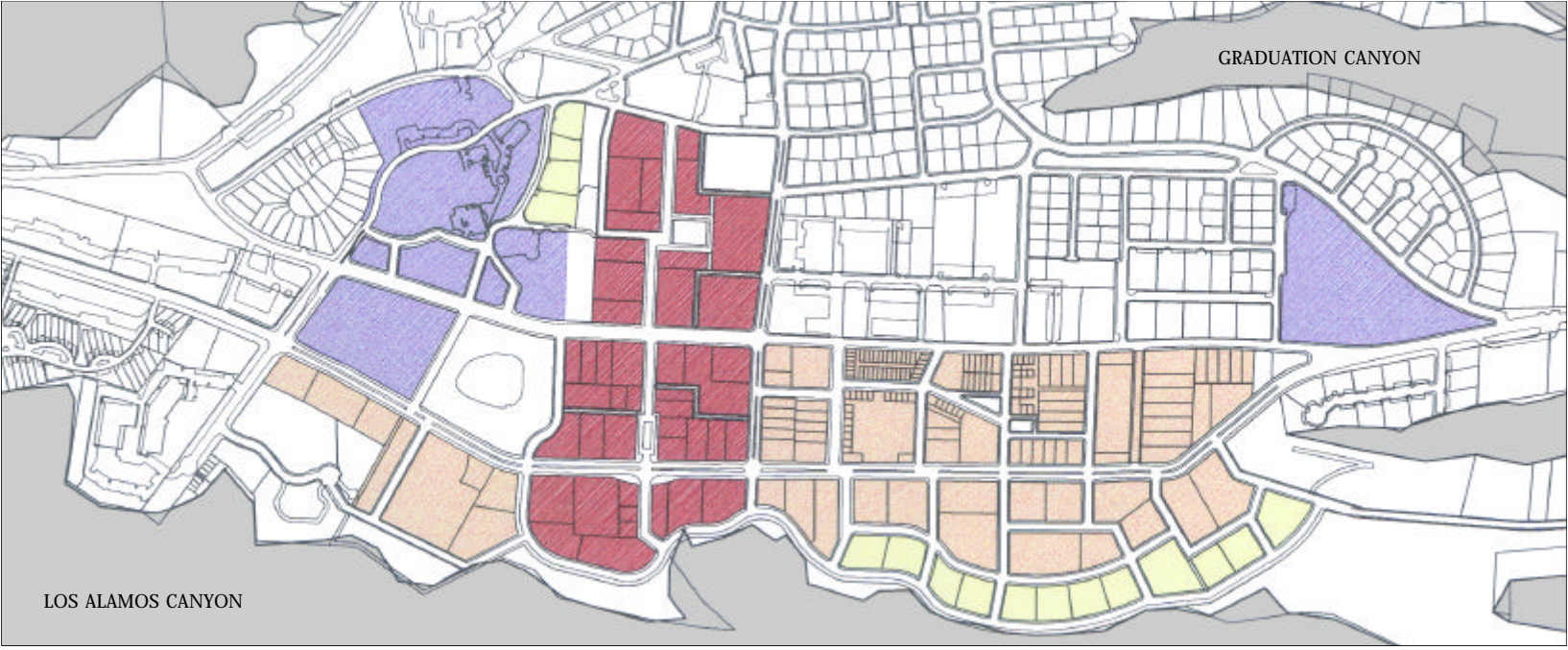
a.



b.



c.



d.

E. APPENDIX

3. COMPARATIVE ANALYSIS

b. PARKING & LAND USE

A CRITICAL COMPONENT OF THE MASTER PLAN IS THE REDISTRIBUTION OF PARKING WITH- in Downtown Los Alamos. Currently the downtown can accommodate around 4000 cars in an extensive network of surface parking lots. Although the dia- grams of existing parking and aerial photographs reveal a downtown almost entirely covered by asphalt and concrete, many people perceive a lack of park- ing in the town center. This in fact is the case. Under the multi-park strategy demanded by suburban zoning and in effect in Los Alamos, every 1000 square feet of building requires 5 parking spaces. With this equation, Downtown Los Alamos has enough parking for 800,000 square feet of development, short of its current constructed supply of 1.5 million square feet. The proposed master plan redistributes this parking into a Park Once strategy. By concentrating development and relying on walking as a mode of transportation, the park- once model requires only 2.7 cars per 1000 square feet. Parking is achieved by on-street parking and through a series of municipal parking garages. The pro- posed street grid accommodates 1300 cars with on-street parking, and another 1800 in Park Once garages and surface lots. Buildings within the office cam- pus, civic center and resort area will provide their own parking garages, accommodating another 900 cars. The total parking available will remain at 4000 cars, but under the park-once formula, this can service 1.5 million square feet of commercial and civic structures. Distributing cars into the garages nec- essary for the Park Once strategy frees land previously occupied by parking lots for other development. Since market pressures and the development code require housing to provide for its own parking, the Park Once strategy applied to Downtown Los Alamos enables housing to be introduced into the town cen- ter in addition to reducing the area occupied by parking lots.

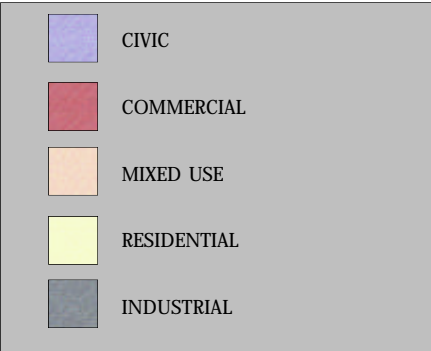
Thus much like the proposed street grid leverages the creation of new park- land, the adoption of a Park Once strategy enables a mixed-use town center. The final two diagrams compare existing and proposed land uses in Downtown Los Alamos.

- a. EXISTING STREETS AND PARKING LOTS

b. PROPOSED STREETS AND PARKING GARAGES AND LOTS

c. EXISTING LAND USE DIAGRAM

d. PROPOSED LAND USE DIAGRAM



THE CHARTER OF THE NEW URBANISM

PREAMBLE

The Congress for the New Urbanism views dis-investment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's built heritage as one interrelated community-building challenge.

We stand for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

We recognize that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent and supportive physical framework.

We advocate the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

We represent a broad-based citizenry, composed of public and private sector leaders, community activists, and multi-disciplinary professionals. We are committed to re-establishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design.

We dedicate ourselves to reclaiming our homes, blocks, streets, parks, neighborhoods, districts, towns, cities, regions, and environment.

We assert the following principles to guide public policy, development practice, urban planning, and design:

THE REGION: METROPOLIS, CITY, AND TOWN

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.
5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Non-contiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

THE NEIGHBORHOOD, THE DISTRICT, AND THE CORRIDOR

1. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
2. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.
3. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.
4. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
5. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.
6. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.
7. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
8. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.
9. A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

THE BLOCK, THE STREET, AND THE BUILDING

1. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
2. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.
3. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.
4. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
5. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.
6. Architecture and landscape design should grow from local climate, topography, history, and building practice.
7. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
8. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.
9. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.



E . APPENDIX
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